
INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

For the

Rice Avenue/U.S. 101 Interchange Project
(07-VEN-101, KP 31.4/33.0)
(E.A. 07279-003430)

Prepared for

City of Oxnard

Prepared by

MFA *Myra L. Frank & Associates, Inc.*

June 28, 2001

RICE AVENUE/U.S. 101 INTERCHANGE PROJECT

at Rice Avenue and U.S. 101
in the City of Oxnard, Ventura County

07-VEN-101, KP 31.4/33.0

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans) proposes to improve the Rice Avenue/U.S. 101 Interchange. Proposed improvements include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard. The project limits on Rice Avenue/Santa Clara Avenue extend from approximately Gonzales Road on the south to just north of Auto Center Drive. Improvements on U.S. 101 to accommodate the interchange reconstruction would extend from approximately Almond Drive on the east (KP 31.4) to just west of Paseo Mercado (KP 33.4).

**INITIAL STUDY/
ENVIRONMENTAL ASSESSMENT**

City of Oxnard

and

State of California
Department of Transportation

and

United States Department of Transportation
Federal Highway Administration

Pursuant to: 42 U.S.C. 4332(2)(C)

Ron Kosinski
Deputy District 7 Director
California Department of Transportation

Date

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Division Administrator
Federal Highway Administration

Date

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Appendix B – List of Parties for IS/EA Circulation

Appendix C – USFWS Consultation

Technical Reports (printed under separate cover)

Air Quality Report

Draft Relocation Impact Report

Floodplain Encroachment Evaluation Study

Historic Property Survey Report

Location Hydraulic Study

Natural Environment Study

Preliminary Geologic and Seismic Assessment

Preliminary Site Assessment
Socioeconomics and Land Use Report
Traffic Noise Study
Traffic Study
Visual Assessment Report
Water Quality Report

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1 INTRODUCTION

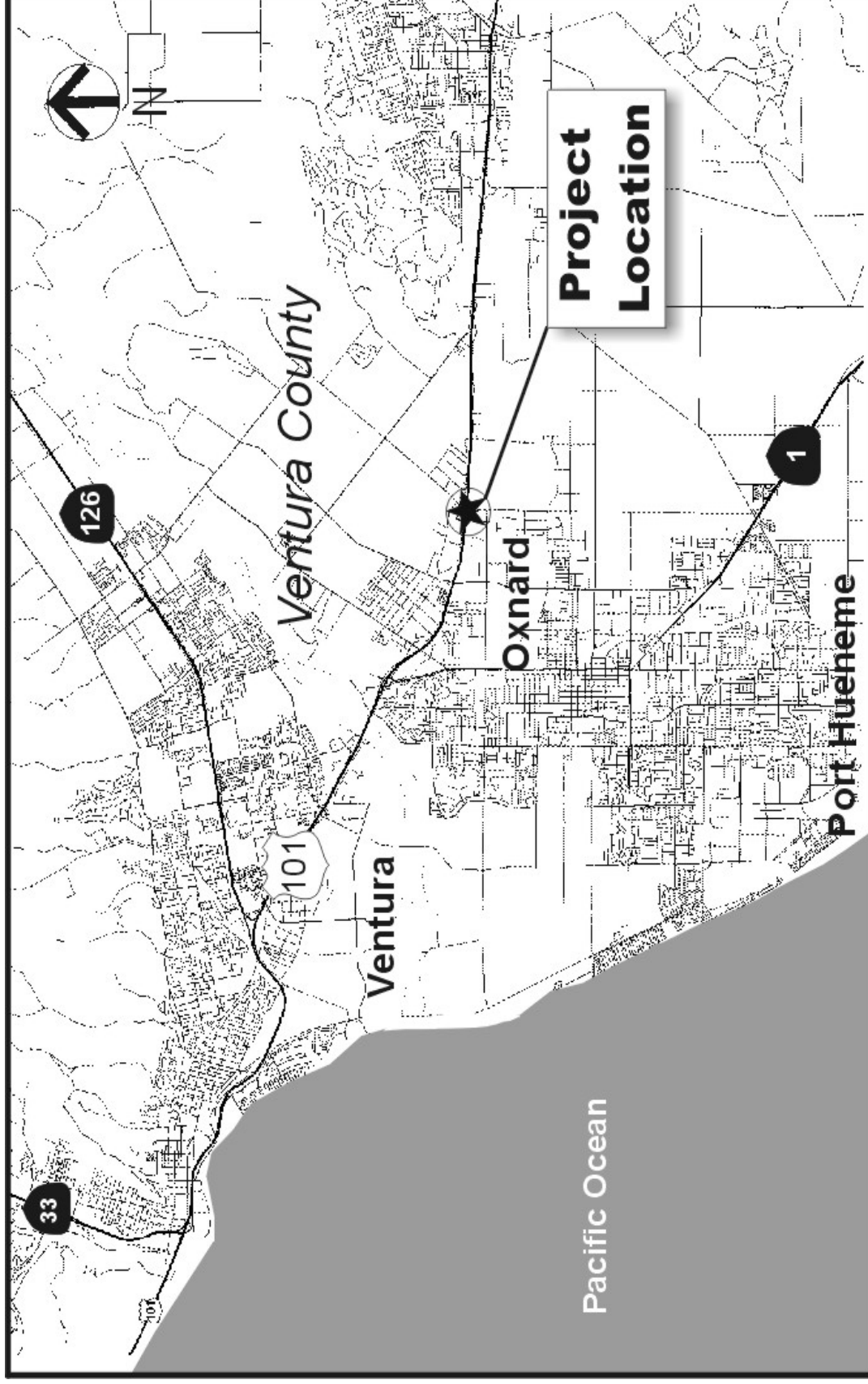
The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans) is proposing to improve the Rice Avenue/U.S. 101 Interchange. The interchange is located in northeast Oxnard approximately 1.6 kilometers (1 mile) east of the Rose Avenue Interchange and approximately 1.6 kilometers (1 mile) west of the Del Norte Boulevard Interchange (see Figure 1 and Figure 2). Proposed improvements, which are described in additional detail in Section 2.2 below, include reconstruction and widening of the existing Rice Avenue overcrossing from two to six lanes, reconfiguration of the existing U.S. 101 on- and off-ramps, and the realignment of Ventura Boulevard.

The interchange has regional importance. Rice Avenue was selected as the access route to the Port of Hueneme as part of the Southern California Association of Governments (SCAG) Port Access Study. When Rice Avenue is extended south to Hueneme Road, it will improve access to the port and to Point Mugu (a proposed joint use airport for military and civilian use). The *1999 Ventura County Congestion Management Program/Capital Improvement Program (CMP/CIP)*, prepared by the Ventura County Transportation Commission (VCTC) and adopted on December 3, 1999, includes the proposed Rice Avenue/U.S. 101 Interchange reconstruction project. The proposed project is included in the CMP/CIP discussion of recommended improvements identified by the City, county, and Caltrans needed to avoid further traffic congestion. The project is also included in the description of the adopted CMP roadway network, which includes Rice Avenue. The projects listed in the CIP are those that can be funded in the next 7 years to help reduce the level of congestion on the CMP system and improve air quality. Any project included in the Regional Transportation Improvement Program (RTIP), such as the proposed project, must be included in the CMP's Capital Improvement Program. The RTIP is the document used to program specific dollar amounts on transportation projects in each county. Before a state highway project can be built with federal dollars, it has to be included in the RTIP; all projects included in the RTIP (and in the State Transportation Improvement Program) are reviewed for conformity with air quality plans.¹ The proposed project is also consistent with the Southern California Association of Governments 1998 Regional Transportation Plan (RTP), which was adopted by SCAG on April 16, 1998 and approved by the Federal Highway Administration (FHWA) on June 9, 1998.

The purpose of this Draft Initial Study/Environmental Assessment (IS/EA) is to evaluate the potential environmental impacts associated with implementation of the proposed Rice Avenue/U.S. 101 Interchange project. This document has been prepared to fulfill the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and to comply with the environmental regulations of the City of Oxnard and Caltrans. In addition to the proposed project (i.e., the "Preferred Alternative"), a "No Build" Alternative is discussed in this document. Those alternatives that were identified but eliminated from further consideration in previous planning studies are described in Section 2.3.

¹ The proposed Rice Avenue/U.S. 101 Interchange Project is in the federally approved (October 6, 2000) 2000/01 – 2005/06 Regional Transportation Improvement Program (Ventura County – Project ID# 343), which has been found to be in conformance with the requirements of the federal Clean Air Act.

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Sources: Thomas Brothers Maps, 1994; Myra L. Frank & Associates, 2000.

Figure 1: Regional Map

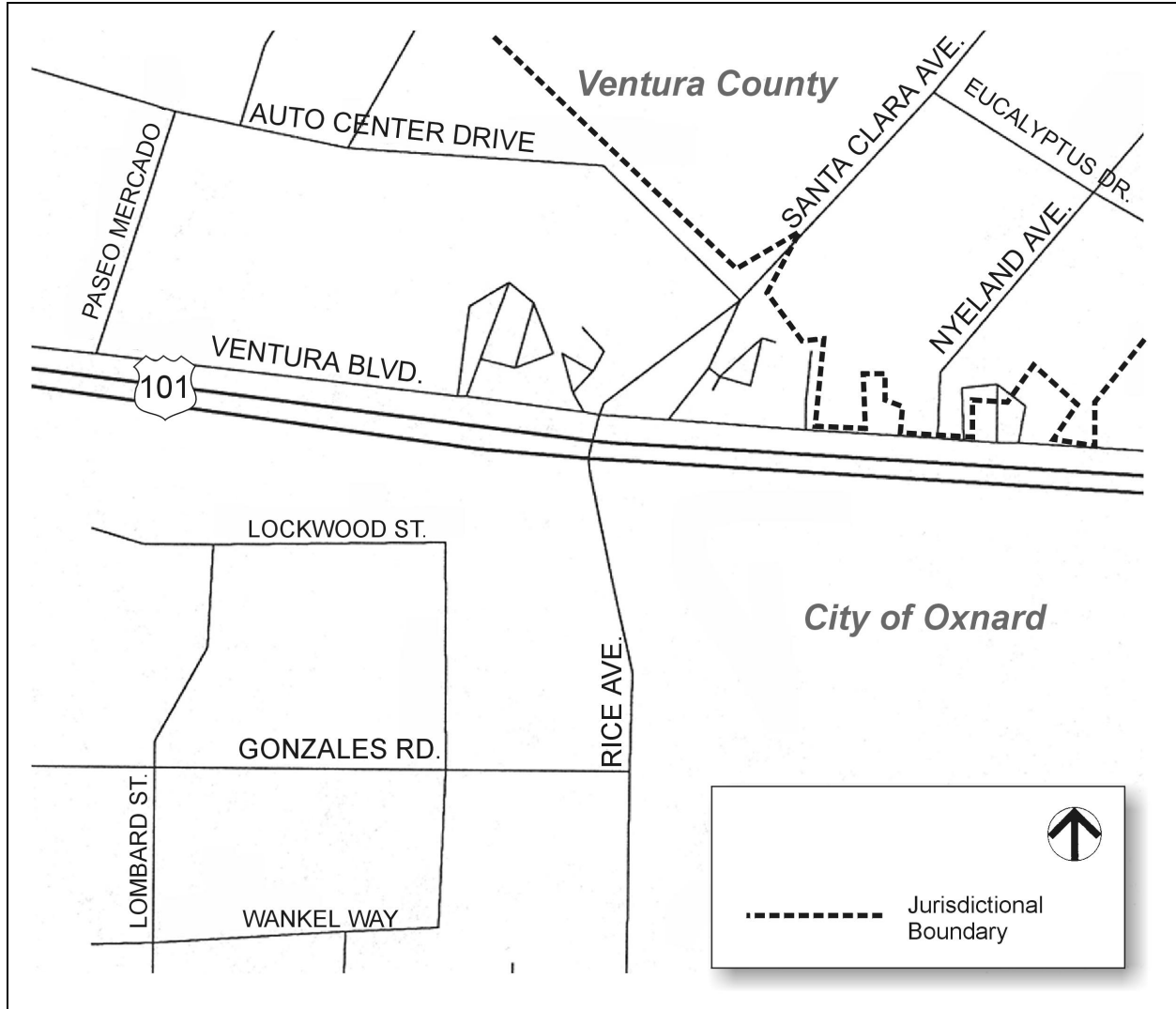


Figure 2: Project Location

1.1 The Transportation Facility

U.S. 101, which is oriented in an east-west direction through the project area, is a major north-south route connecting the southern, central, and northern regions of California. Upgraded to a full four-lane freeway in 1956, U.S. 101 was widened to six lanes in the early 1980s. Other highways within the western Ventura County region that intersect U.S. 101 include State Route 33 (SR 33), State Route 126 (SR 126), and State Route 1 (SR 1), also known as Pacific Coast Highway (see Figure 1 for a regional map). Used for interstate, intrastate, and interregional travel and shipping, U.S. 101 currently experiences heavy congestion during peak hours along many portions of the freeway.

Rice Avenue/Santa Clara Avenue is a north-south arterial that extends from Pacific Coast Highway (SR 1) in the City of Oxnard on the south to SR 118 in Ventura County on the north. North of U.S. 101, Santa Clara Avenue is two lanes wide with additional turn lanes provided at the Auto Center Drive intersection. Santa Clara/Rice Avenue crosses over both Ventura Boulevard (a frontage road on the north side of U.S. 101) and the U.S. 101 freeway. Santa Clara Avenue becomes Rice Avenue at the centerline of U.S. 101. The overcrossing is two lanes wide (one lane in each direction). Immediately south of the overcrossing, Rice Avenue widens from two lanes to five lanes (three southbound lanes and two northbound lanes).

The existing interchange includes northbound U.S. 101 on- and off-ramps located in the northeast quadrant of the intersection. The on-ramp is located immediately east of the Rice Avenue overcrossing. The northbound U.S. 101 ramps are hook ramps with very tight radii that do not meet Caltrans standards. The southbound U.S. 101 off- and on-ramps are in a diamond configuration and are located in the southwest and southeast quadrants of the interchange, respectively.

2 PURPOSE AND NEED FOR TRANSPORTATION IMPROVEMENTS

2.1 Purpose of the Proposed Project

The Oxnard Plain, which encompasses the project area, has been a focal point for urban growth in Ventura County due to the constraints posed by steeply sloping hills that occupy much of the rest of the county. Recent developments include a new business park containing light industrial and commercial office and restaurant uses in the southwest quadrant of the interchange and the Marketplace, a regional commercial retail center located just west of the project limits. As a consequence, traffic volumes have increased dramatically since the original freeway was constructed in the 1950s. Further significant increases are anticipated over the next 20 years as a result of planned development in the area and regional growth. Additionally, a higher than average percentage of existing traffic is comprised of large trucks from nearby industries as well as the Port of Hueneme/Oxnard Harbor District. The existing overcrossing and ramps, which do not meet current design standards, are incapable of handling present and projected traffic volumes at a satisfactory level of service. Consequently, the objectives of the proposed project are to:

- Provide increased traffic capacity and improved traffic operations at the Rice Avenue/U.S. 101 Interchange;
- Support future traffic demand and planned development and growth in the City of Oxnard and the Rice Avenue/U.S. 101 project study area;
- Bring the interchange geometrics into compliance with Caltrans' standards;
- Enhance safety characteristics by reducing congestion on the roadway; and
- Reduce response times for emergency service vehicles, in order to improve the efficiency of public safety and health service delivery.

2.2 Need for the Proposed Project

The existing interchange is deficient in a number of ways. The interchange, which has been in service for over 40 years with only minor improvements, does not meet current Caltrans standards. The interchange also does not have the capacity to carry projected peak hour traffic volumes at acceptable levels of service (see Section 2.1.1 below). Specifically, congestion occurs during peak hour periods on the northerly side of the freeway at the ramp termini. The northbound U.S. 101 ramps have nonstandard hook curves with a 7.6-meter (25-foot) radius, requiring trucks to travel only 10 to 15 km/h (6 to 9 mph) around the curves. Although the northbound on-ramp acceleration lane is 305 meters (1,000 feet) long, it is difficult for trucks to accelerate and merge because they enter the ramp at such a slow speed due to the tight curve at the beginning of the ramp. Other characteristics that contribute to poor operating characteristics at the interchange include traffic lanes less than 3.7 meters (12 feet) in width and steep grades

combined with lane drops on the approaches to the overcrossing. Thus, improvements to the Rice Avenue/U.S. 101 Interchange are necessary due to significant safety and congestion problems, both present and projected. Traffic demand and safety issues are discussed in additional detail below.

2.2.1 Traffic Demand and Operational Deficiencies

Level of Service Definition

Roadway capacity is generally measured as the number of vehicles that can reasonably pass over a given section of roadway in a given period of time. The Highway Capacity Manual, prepared by the National Transportation Research Board, identified travel speed, freedom to maneuver, and proximity to other vehicles as important factors in determining the level of service (LOS) on a roadway. Daily traffic volumes are used to estimate the extent to which peak hour traffic volumes equal or exceed the maximum desirable capacity of a roadway.

Traffic flow is classified by LOS, ranging from LOS A to LOS F. LOS A is defined as free flow traffic with no delays and LOS F is defined as forced flow with substantial delays as defined in Table 1. Generally, when the roadway LOS is LOS E or higher, the theoretical capacity of the roadway is considered to be exceeded.

The LOS for a roadway segment is calculated by dividing the total traffic volume on that segment by the theoretical capacity of the roadway. This volume to capacity (V/C) ratio provides an expression of traffic flow and congestion on a roadway segment.

Existing Traffic Demand

A traffic study prepared by Kaku Associates (June 2000) evaluated existing and projected traffic conditions at key intersections in the vicinity of the interchange. According to the traffic study, there are 1,100 vehicles traveling northbound and 855 vehicles traveling southbound on Rice Avenue at the approaches to the southbound U.S. 101 ramps in the AM peak hour under existing (1997) conditions. In the PM peak hour, there are 1,810 vehicles traveling northbound and 1,300 vehicles traveling southbound. The southbound U.S. 101 offramp traffic volumes are 655 vehicles in the AM peak hour and 510 vehicles in the PM peak hour under existing (1997) conditions. The AM and PM peak hour traffic volumes on the southbound U.S. 101 onramp are 600 and 915 vehicles, respectively. The northbound U.S. 101 offramp traffic volumes are 655 vehicles in the AM peak hour and 920 vehicles in the PM peak hour under existing (1997) conditions. There are 405 and 785 vehicles traveling on the northbound U.S. 101 onramp in the AM and PM peak hours respectively.

Four study intersections were analyzed under the Existing and No Build Conditions: 1) Rice Avenue and Gonzales Road; 2) Rice Avenue and the Southbound U.S. 101 ramps; 3) Santa Clara Avenue and Auto Center Drive; and 4) Northbound U.S. 101 ramps, Ventura Boulevard, and Auto Center Drive. The results of a traffic study indicated that under 1997 Existing Conditions only one of the four study intersections (i.e., the intersection of Ventura Boulevard, the northbound U.S. 101 ramps, and Auto Center Drive) operated at an unacceptable level of service

(i.e., LOS D or worse, as per City of Oxnard standards). The minor approach of the intersection (i.e., westbound Ventura Boulevard) operated at LOS C and F during the AM and PM peak hours, respectively. The worst major approach of this intersection operated at LOS A and B during the AM and PM peak hours, respectively.

Table 1: Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume/Capacity Ratio
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully utilized.	0.00-0.60
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.61-0.70
C	GOOD. Occasionally drivers may have to wait more than one red light; backups may develop behind turning vehicles.	0.71-0.80
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.81-0.90
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.91-1.00
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	Over 1.00
Source: Transportation Research Board, <i>Transportation Research Circular No. 212, Interim Materials on Highway Capacity</i> , 1980..		

Forecasted Year 2024 Traffic Demand

According to projections in the traffic study, there would be 3,825 vehicles traveling northbound and 1,970 vehicles traveling southbound on Rice Avenue at the approaches to the southbound U.S. 101 ramps in the AM peak hour under Year 2024 No Build conditions. In the PM peak hour, there would be 3,085 vehicles traveling northbound and 2,385 vehicles traveling southbound.

There would be 1,600 vehicles traveling on the southbound U.S. 101 offramp in the AM peak hour and 1,535 vehicles in the PM peak hour in the year 2024. The AM and PM peak hour traffic volumes on the southbound U.S. 101 onramp in the year 2024 would be 1,560 and 2,020 vehicles, respectively. The northbound U.S. 101 offramp traffic volumes would be 1,265

vehicles in the AM peak hour and 1,795 vehicles in the PM peak hour under Year 2024 No Build conditions. There would be 835 and 1,930 vehicles traveling on the northbound U.S. 101 onramp in the AM and PM peak hours, respectively in the year 2024.

Under year 2024 No Build conditions, all four of the study intersections would operate at an unacceptable level of service (LOS D or worse) during the AM and PM peak hour periods (note: the major approach to the stop controlled intersection of the northbound U.S. 101 ramps and Ventura Boulevard would operate at an acceptable LOS of C during the AM peak period).

2.2.2 Safety Concerns and Accident Rates

Safety is a concern because the interchange does not meet Caltrans standards and because of the high volume of existing and projected truck traffic. According to accident data for the U.S. 101 Interchange, for the 3-year period from October 1, 1995 to September 30, 1998 there was a total of 47 accidents on the U.S. 101 mainline, 10 accidents on the northbound off-ramp, 4 accidents on the northbound on-ramp, 9 accidents on the southbound off-ramp, and 10 accidents on the southbound on-ramp. The accident rates for the existing interchange are generally greater than the average accident rates for similar facilities, with the exception of the northbound on-ramp and southbound off-ramp. The majority of the accidents are rear-end and sideswipes with a high percentage of accidents occurring during daylight with dry roadway conditions. This tends to indicate that the majority of the accidents can be attributed to the slowing and congestion caused by the nonstandard ramp designs. The ramp acceleration and deceleration lengths and curvature at the merging and diverging ends do not meet current design standards. The proposed improvements, which would reconstruct these ramp features to current design standards, are expected to result in a decrease in accident rates.

2.3 Summary of the Transportation Problem

Existing high traffic volumes and the configuration of the existing interchange and overcrossing contribute to deficient operating conditions, congestion, and vehicle delay.

The northbound U.S. 101 on- and off-ramps, which present safety concerns, were designed with tight radii, providing little room for vehicles, particularly truck traffic, to maneuver and decelerate. In addition, the horizontal curve of the overcrossing restricts the sight distance for motorists. The on- and off-ramps are no longer able to accommodate increases in travel speeds and peak hour traffic volumes, resulting in substantial queuing at these ramps, particularly during peak hours.

3 DESCRIPTION OF THE PROPOSED PROJECT

3.1 Alternatives Under Consideration

There are two alternatives under consideration for the Rice Avenue/U.S. 101 Interchange project. The Preferred Alternative is evaluated in detail in Section 5 of this document and in the technical studies prepared in support of this IS/EA. Alternative 1 is the “No Build” Alternative. The “No Build” Alternative is used to compare the relative impacts and benefits of the proposed project improvements. Under this alternative, no improvements, modifications, or changes would be made to the Rice Avenue/U.S. 101 Interchange. As a result, the “No Build” Alternative would not result in any environmental impacts. However, existing and projected traffic congestion would continue unabated, and safety would not be improved.

Alternative 2, the “Preferred Alternative,” is illustrated in Figure 3. Under the Preferred Alternative, improvements would include new northbound and southbound U.S. 101 on- and off-ramps, reconstruction and widening of the Rice Avenue overcrossing from two to six lanes, and realignment of Ventura Boulevard to extend northward to intersect Santa Clara Avenue just north of Auto Center Drive. Each of these project components is described in additional detail below.

Ramp Reconfiguration: Under the Preferred Alternative, the southbound U.S. 101 on-ramp and off-ramp would remain in a diamond configuration. However, the two southbound U.S. 101 ramps would be re-aligned to intersect Rice Avenue approximately 150 meters (500 feet) further north in order to facilitate the weaving that occurs between the ramps and the Rice Avenue/Gonzales Road intersection. The northbound U.S. 101 off-ramp would be re-aligned to form one leg of a four-legged intersection with Auto Center Drive and Santa Clara Avenue. The existing northbound U.S. 101 on-ramp would be replaced with two ramps: a new loop on-ramp from northbound Rice/Santa Clara Avenue and a new northbound U.S. 101 on-ramp from southbound Santa Clara Avenue.

Ventura Boulevard Realignment: Ventura Boulevard is a two-lane frontage road that runs parallel and just north of U.S. 101. At a stop sign just east of the overcrossing, existing westbound traffic on Ventura Boulevard is directed north to Santa Clara Avenue. West of the Rice/Santa Clara Avenue overcrossing, the existing eastbound Ventura Boulevard traffic lane crosses under the overcrossing and connects to the northbound U.S. 101 hook ramp. Under the Preferred Alternative, Ventura Boulevard would end in a cul-de-sac west of the Rice Avenue overcrossing. East of the overcrossing, Ventura Boulevard would be realigned to curve to the north to intersect Santa Clara Avenue at a point approximately 130 meters (430 feet) north of the Santa Clara Avenue/Auto Center Drive intersection.

Overcrossing Widening and Reconstruction: The Rice/Santa Clara Avenue overcrossing would be widened from two lanes to six lanes (three through lanes in each direction). The limits of the Rice/Santa Clara Avenue widening would extend from just south of Gonzales Road to just north of the proposed Santa Clara Avenue/Ventura Boulevard intersection. A fourth southbound lane would be provided on Rice Avenue from the southbound U.S. 101 off-ramp to Gonzales Road.

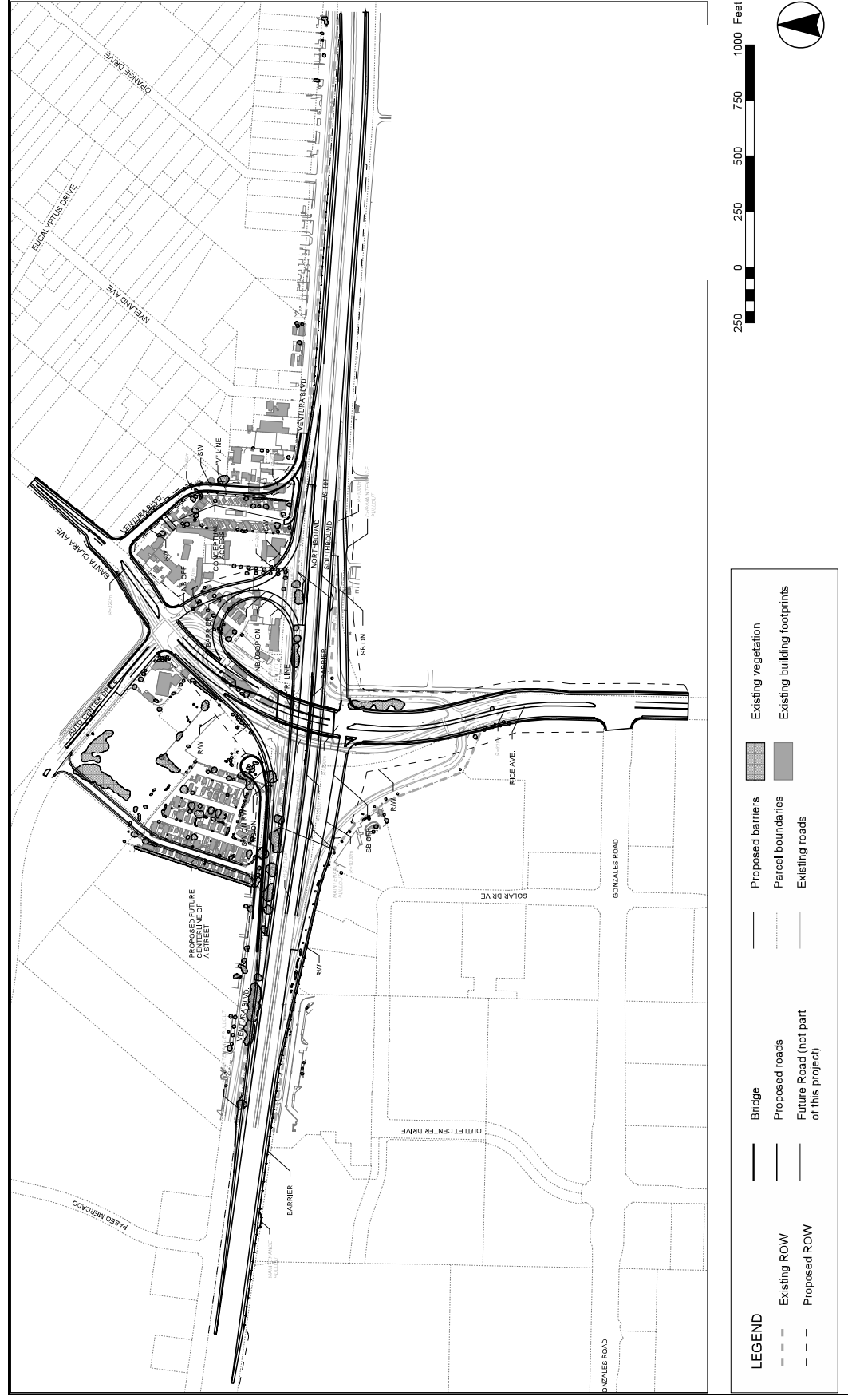


Figure 3: Preferred Alternative

Additional turn lanes would also be provided at intersections along Rice/Santa Clara Avenue within the project limits. The centerline of the reconstructed and widened overcrossing would be located approximately 30 meters (100 feet) east of the existing overcrossing centerline. In order to accommodate the reconstructed overcrossing's support columns, the southbound U.S. 101 freeway lanes would have to be shifted slightly to the south from approximately 250 meters (820 feet) west of the reconstructed overcrossing to approximately 280 meters (920 feet) to the east. Construction of the proposed interchange improvements would require substantial right-of-way acquisition resulting in the displacement of single-family residences, mobile homes, and commercial businesses in the project area.

The proposed project is included in the 2000/01 – 2005/06 Regional Transportation Improvement Program (RTIP), which was federally approved and found to be in conformance with the federal Clean Air Act on October 6, 2000. The proposed Rice Avenue/U.S. 101 Interchange Project is also in the adopted 1998/99 – 2004/05 Federal Transportation Improvement Program (FTIP) and the Capital Improvement Program of the *Ventura County Congestion Management Program*.

Construction is scheduled to commence in 2002 and continue for a period of approximately 2 ½ years.

Funding for the proposed project would be provided from local and federal (TEA21 demonstration funds) sources. The estimated cost to construct the proposed project is \$24 million.

3.2 Alternatives Withdrawn from Consideration

The improvement of the Rice Avenue/U.S. 101 Interchange has been a priority for the City of Oxnard for many years and a number of different designs have been proposed and analyzed over the life of the project.

Caltrans approved a Project Study Report (PSR) for improvements to the Rice Avenue/U.S. 101 Interchange on March 20, 1985, and issued a Supplemental PSR for the interchange on May 10, 1988. The supplemental PSR included a recommended geometric layout for the reconstruction of the interchange. In 1994, a Draft Environmental Impact Report was produced, but did not receive approval from the City of Oxnard.

A new Project Report was produced in 1997, which considered two alternatives. The first alternative considered in the 1997 Project Report, the PSR Alternative, was originally identified in the 1988 PSR and consisted of loop on-ramps in the northeast and southwest quadrants, a northbound U.S. 101 off-ramp to Auto Center Drive, and the realignment of Ventura Boulevard to intersect Santa Clara Avenue north of Auto Center Drive. Alternative 2, which was identified as the Preferred Alternative in the PSR, also consisted of loop on-ramps in the northeast and southwest quadrants. However, under this alternative, Ventura Boulevard would be realigned to intersect Auto Center Drive. A new on-ramp to northbound U.S. 101 was also proposed in the

northwest quadrant. Both alternatives proposed reconstructing the Rice Avenue/Santa Clara Avenue overcrossing approximately 80 meters (260 feet) east of its existing location.

Subsequent to the 1997 PSR, value engineering was conducted in 1998 to investigate potential cost-saving and impact-reducing options. The results of that effort were presented in a Value Engineering Study, Phase 3 (July 6, 1998), which recommended a geometric layout for the interchange that would relocate the Rice Avenue/Santa Clara overcrossing further to the west than the previous alternatives or just east of the existing overcrossing. Under this alternative, the southbound U.S. 101 off- and on-ramps would be reconstructed in a diamond configuration, a northbound U.S. 101 loop on-ramp from Santa Clara Avenue would be provided in the northeast quadrant of the interchange, the northbound U.S. 101 off-ramp would be realigned to intersect Auto Center Drive, and a new northbound U.S. 101 on-ramp would be constructed in the northwest quadrant. The advantages of this alternative included fewer right-of-way impacts and avoidance of some utilities in the southeast quadrant resulting in lower overall costs. This alternative became the basis for the Preferred Alternative described and evaluated in this Draft IS/EA.

3.3 Related Transportation Projects

Santa Clara Avenue and Central Avenue Widening Project: The County of Ventura is proposing to reconstruct and widen Santa Clara Avenue from between the City of Oxnard and SR 118 to provide four traffic lanes (two additional lanes), an unpaved median, and paved shoulders. Widening of Santa Clara Avenue would occur primarily to the west of the existing roadbed. Central Avenue would be reconstructed from near the U.S. 101 interchange to approximately 432 meters (1,420 feet) west of Santa Clara Avenue to provide four traffic lanes (two additional lanes) and paved shoulders. It is expected that the project would be constructed in multiple phases from about the year 2001 to 2010. An interim project consisting of rehabilitation/reconstruction of the existing two lanes on both roadways and providing turn lanes, intersection improvements, and paved shoulders or bike lanes would be implemented initially. This project would be constructed independently of the proposed Rice Avenue/U.S. 101 Interchange project.

4 AFFECTED ENVIRONMENT

This chapter describes and discusses the environmental components of the study areas that would affect or be affected by implementation of the proposed project.

4.1 Regional Setting

The Rice Avenue/U.S. 101 Interchange is located in the northeast section of the City of Oxnard in Ventura County in southern California. The City of Oxnard is located in the southern portion of Ventura County. Land uses in this part of the county currently include residential, commercial, industrial, and agricultural uses. Ranching and farming have been present in Ventura County since the founding of Mission San Buenaventura in 1782. Much of the land on the flat plain surrounding Oxnard has continually been used for agriculture until recent decades. The Oxnard Plain has also been a focal point recently for urban growth in Ventura County because of the physical constraints posed by steeply sloping hills occupying much of the rest of the county.

4.2 Natural Environment

4.2.1 Geology/Soils and Topography

The project study area is located near the center of the Oxnard Plain. This deposition basin is a broad, east/west-trending syncline that forms part of the Transverse Ranges geomorphic province. The project area is essentially flat, sloping slightly to the south at a gradient of approximately 2.8 meters per kilometer (15 feet per mile). The Camarillo Hills, a low, east-west trending range, lie to the northeast.

The Ventura Basin is filled with several hundred meters (approximately 1,000 feet) of Miocene-age and younger marine sediments (less than 25 million years old). Overlying this thick section of marine deposits is a layer about 600 meters (2,000 feet) thick of apparent deltaic sediments (Saugus or San Pedro Formation) derived from the rising mountains to the east. Deposition then changed to an alluvial floodplain type during the Quaternary period (less than 2 million years old) as the sea retreated westward. The topmost layer of soils are classified by the United States Conservation Service (USCS) as Pico sandy loam and Metz sandy loam.

4.2.2 Seismicity

The project is located within the seismically active southern California region and will likely be subject to strong ground shaking associated with earthquakes on faults of both the San Andreas and Transverse Ranges fault systems. Active faults of the San Andreas system are predominantly strike-slip faults accommodating translational movement. The Transverse Ranges fault system consists primarily of blind reverse and thrust faults accommodating tectonic compressional stresses in the region. Blind faults have no surface expression and have been located using subsurface

geologic and geophysical methods. This combination of translational and compressive stresses gives rise to diffuse seismicity across the region.

Active reverse or thrust faults in the Transverse Ranges include blind thrust faults responsible for the 1994 Northridge Earthquake, and the frontal faults responsible for uplift of the Santa Monica, Santa Susana, and Santa Ynez Mountains. The frontal faults include the Malibu Coast, Santa Monica-Hollywood, Santa Susana, and Santa Ynez faults. Active right lateral strike slip faults in the Ventura-Oxnard area include the San Andreas and San Gabriel fault systems. Active and potentially active faults within 50 miles of the proposed site likely to produce damaging earthquakes are presented in Table 2. An active fault is defined as a fault that has had surface displacement within Holocene time (approximately the last 11,000 years). A potentially active fault has shown evidence of surface displacement during Quaternary time (approximately the last 1.6 million years).

Table 2: Significant Active and Potentially Active Faults

Fault Name	Distance to Site (mi.)	Max. Credible Magnitude^a	Estimated Site Intensity (MMI)	Max. Probable Magnitude^b	Estimated Site Intensity (MMI)
Simi/Santa Rosa/Springville	1.6	7.0	X	5.25	IX
Oak Ridge (Offshore)	2.4	7.2	X	5.5	IX
Oak Ridge (Onshore)	4	7.2	X	6.5	X
Ventura/Pitas Point	5.5	7.2	X	5.75	IX
Mid-Channel	12	7.5	IX	5.5	VII
Red Mountain	12	7.3	IX	5.25	VII
San Cayetano	13	7.5	IX	6.25	VIII
Malibu Coast	19	7.5	IX	6.5	VIII
San Andreas (Mojave)	42	8.3	VIII	8.0	VIII
<p>Notes: a) Maximum Credible Magnitude – the maximum earthquake that appears capable of occurring under the presently known tectonic framework.</p> <p>b) Maximum Probable Magnitude – the maximum earthquake that is likely to occur during a 100-year interval.</p> <p>MMI – Modified Mercalli Intensity Scale. The site intensity of an earthquake is a subjective measure of the force of an earthquake at a particular place as determined by its effects on persons, structures, and earth materials. Site intensity is measured using the Modified Mercalli Scale and ranges from I (not generally felt by people) to XII (damage total or nearly total). Under this scale, earthquakes with a site intensity of X would result in major damage, including partial to complete collapse of weak masonry and frame buildings and moderate damage of stronger structures. Earthquakes with a site intensity of IX would result in moderate to major damage. Moderate damage is defined as including toppled chimneys, cracked stucco, and frames shifted on foundations. Damage is more severe to weak walls and masonry. Earthquakes with a site intensity of VIII would result in moderate damage. Earthquakes with a site intensity of VII would result in minor to moderate damage. Minor damage includes cracks in chimneys and walls. Furniture is moved and items are knocked off shelves.</p> <p>Source: Geotechnical Consultants, Inc., 2000.</p>					

4.2.3 Biological Resources

A search of the California Department of Fish and Game Natural Diversity Database (CNDDB) and consultation with the United States Fish and Wildlife Service (see Appendix C) revealed no sensitive state or federal plant or animal species living within a 2-mile radius of the project site.

The terrain in the project site is largely flat, with little natural vegetation. Most of the existing vegetation is located around commercial developments as part of the landscaping scheme, or is scattered throughout the residential neighborhood in the northeast quadrant of the project site, also largely as part of the landscaping. The most notable vegetative features are the rows of large, mature Blue Gum Eucalyptus trees that form a windbreak along the northern and western edges of the agricultural field in the southeast quadrant of the project site. Groupings of mature Eucalyptus trees are also located along Ventura Boulevard in the northwest and northeast quadrants of the interchange. These Eucalyptus trees are a non-native species, however, and are therefore not considered a biological resource for the purposes of this analysis. The Eucalyptus trees could, however, provide nesting habitat for red-shouldered hawks, red-tailed hawks, Cooper's hawks, Anna's hummingbirds, Allen's hummingbirds, mourning doves, great horned owls, Pacific slope flycatchers, western scrub-jays, American crows, northern mockingbirds, California towhees, Bullock's orioles, house finches, and lesser goldfinches. Eucalyptus trees can also provide wintering and foraging habitat for several species including yellow-rumped warblers, orange-crowned warblers, Anna's hummingbirds, Allen's hummingbirds, occasional tanagers, occasional Bullock's orioles, and several other migratory species. The nests of migratory native birds are protected by a national ordinance known as the Migratory Bird Treaty Act (16 U.S.C, Section 703 *et seq.*).

A field survey of the Rice Avenue/U.S. 101 bridge structure was conducted by Paul Caron, Caltrans District 7 biologist, on 4/20/01, to determine whether bat species of special concern might be present. No bats were identified. Furthermore, it is unlikely that bats would be present in the area due to a lack of suitable habitat.

Invasive Species

On February 3, 1999, President Clinton signed Executive Order (E.O.) 13112 and Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Nonnative flora and fauna can cause significant changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors.

Under the E.O., federal agencies cannot authorize, fund or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered. Complying with the E.O. means that federal-aid and federal highway program funds cannot be used for construction, revegetation, or landscaping activities that purposely include the use of known invasive species.

Until an approved national list of invasive plants is defined by the National Invasive Species Council, known invasive plants are defined as those listed on the official noxious weed list of the State in which the activity occurs.

Noxious weeds listed by the California Department of Food and Agriculture that are known to be present in Ventura County and their pest ratings² are listed below:

- Klamathweed (*Hypericum perforatum*) – Pest Rating “C”
- Punagrass (*Achnatherum brachychaetum*) – Pest Rating “A”
- Scotch Thistle (*Onopordum acanthium*) – Pest Rating “A”

Methods that are being employed by local and federal agencies to control these noxious weeds include biological controls, mechanical/manual removal of weeds, and grazing by livestock.

4.2.4 Water Quality and Hydrology

The proposed project is located within the Oxnard Plain Groundwater Basin, which lies within the Calleguas Creek Watershed. The Oxnard Plain Basin consists of upper and lower aquifer systems that collectively contain approximately 7,800,000 acre-feet of stored water. The Oxnard Forebay Basin contains approximately 1,200,000 acre-feet of water. Forebay Basin water originates in the mountains and valley of the 4,100-square kilometer (1,600-square-mile) Santa Clara watershed. In addition to City wells that pump groundwater from the Oxnard Plain Basin and Oxnard Forebay, other sources of water for domestic consumption in the City include water purchased from the United Water Conservation District and the Calleguas Municipal Water District. In general, the groundwater in the local aquifers is naturally high in minerals, but is of good quality. According to the City of Oxnard 2020 *General Plan*, groundwater in the project area can be found at depths of approximately 4.6 to 6.1 meters (15 to 20 feet)

Surface water from the proposed project site and immediate project vicinity is collected by several large, man-made stormwater drainage channels. These channels eventually empty into the Pacific Ocean, approximately 13.7 kilometers (8.5 miles) south of the project site. Stormwater from the project site drains into the Nyeland Drain and smaller natural earthen drainage channels. These flood control/storm drain channels, which are maintained by the Ventura County Flood Control Department, flow in an easterly direction north of U.S. 101 and eventually empty into Beardsley Wash, a north-south flood channel. South of U.S. 101, Beardsley Wash becomes the Revolon Slough, which continues south to the Pacific Ocean.

² The California Department of Food and Agriculture (CDFA) is responsible for determining those plants to be listed as noxious weeds. At the time that CDFA lists a species, it also receives a rating of A, B, C, D, or Q. These ratings reflect CDFA’s view of the statewide importance of the pest, the likelihood that eradication or control efforts would be successful, and the present distribution of the pest within the state. A pest with an “A” rating is defined as an organism of known economic importance subject to state enforced action involving: eradication, quarantine, containment, rejection, or other holding action. A pest with a “C” rating is an organism subject to no state enforced action outside of nurseries except to retard spread.

There are no other surface water resources in the immediate project vicinity. Additionally, field surveys identified no wetlands in the immediate project area.

4.2.5 Floodplains

According to Federal Emergency Management Agency (FEMA) floodplain maps, a portion of the project site is located within a 100-year floodplain, which encompasses the area west of Santa Clara Avenue from U.S. 101 on the south to north of Friedrich Road. Additionally, areas of 100-year shallow flooding (depths 0.3 to 1 meter (1 to 3 feet)) are located just north and south of U.S. 101 generally from Orange Avenue to Almond Drive near the eastern project limits.

4.3 Socioeconomic Setting

4.3.1 Population

The Rice Avenue/U.S. 101 Interchange project is located in the City of Oxnard in Ventura County. Oxnard is the largest city in Ventura County, home to an estimated 160,305 people in the year 2000.³ The interchange is located within two census tracts, 50.02 on the north side, and 49.00 on the south side. In 1990, census tract 50.02 was home to 2,311 people, and tract 49.00 was home to 5,571 people. Both of these tracts are expected to experience population growth over the next 20 years, with tract 50.02 increasing in population by 40.3 percent (approximately equivalent to Ventura County's predicted growth rate), and tract 49.00 increasing in population by 145 percent. The latter growth rate may be partly attributable to development programs the City of Oxnard is pursuing in the Rice Avenue/U.S. 101 Interchange area, especially in the areas designated for light industrial and business parks.

The two census tracts that encompass the project area have a predominantly minority population, ranging from 74 percent to 99 percent. The great majority of these minority persons are of Hispanic origin. People of Hispanic origin represent 72 percent of the total population of tract 50.02, and 96 percent of the population in tract 49.00. These minority concentrations are significantly higher than in either the City of Oxnard or Ventura County. Minorities account for 68 percent of the population in the City of Oxnard and only 34 percent in Ventura County.

Median household incomes in the study area range from \$24,762 to \$31,056, with an average of \$27,909. Median household incomes are higher in the City of Oxnard (at \$37,174) as well as in Ventura County (at \$45,612). The number of persons living below the 1990 poverty threshold reflects this difference in income. Between 17 percent and 20 percent of the population in the project area lives below the poverty line, whereas 13 percent of the population of the City of Oxnard and only 7 percent of the population of Ventura County live below the poverty line.

³According to the State of California Department of Finance, 2000.

4.3.2 Housing

In the project study area, the percentage of single-family units ranges from 60 percent to 69 percent of the total housing stock. Multi-family residential units (MFRs) represent 28 percent to 30 percent of the housing stock in the City of Oxnard as well as in tract 49.00, while Ventura County contains slightly more, with MFRs comprising 30 percent of the housing stock. Tract 50.02 has significantly fewer multi-family units than the other census tract in the project area, with MFRs comprising only 9 percent of the total number of housing units in the tract. This may be explained by the unusually high number (approximately 30 percent) of mobile homes, trailers, or other forms of housing within this census tract. In comparison, only 3 percent to 6 percent of the housing units in the other areas analyzed fall under this category.

Residential units in the study area are primarily owner-occupied (between 96 percent and 99 percent), as are units in the City of Oxnard and Ventura County (95 percent owner-occupied). The project area also appears to have a very low vacancy rate, somewhere between 0 and 4 percent. The vacancy rate in the City and county is slightly higher at 5 percent.

4.3.3 Local Business and Employment

Although the proposed project is not located near the central Oxnard business district, there are a significant number of businesses located in the project area. On the north side of U.S. 101 along East Ventura Boulevard, there is a commercial strip that includes several car sales lots, a spa sales business, two restaurants, and a convenience store. Along Santa Clara Avenue, there are two gas stations, a restaurant, a motel, and a rental business. On the south side of U.S. 101, there is a large area identified as a business park. There are several industrial businesses located here, as well as a medical office and a chain restaurant.

In 1994 there were approximately 6,752 jobs in the study area. According to SCAG; by 2020, the number of jobs available in the area is expected to grow to 9,645. The majority of this increase is expected to occur north of U.S. 101, in Census Tract 50.02. Job growth south of U.S. 101 in Census Tract 49.00 is expected to be much lower. In the City of Oxnard, the number of jobs totaled 37,760 in 1994 and is expected to reach 75,757 by 2020, a doubling of jobs in just 25 years. This job growth rate is higher than both Ventura County and the study area.

The labor force in the study area (Census Tracts 49.00 and 50.02) totaled 3,920 persons in 1994, which is approximately 70 percent of the population. An estimated 494 persons, or approximately 12 percent of the labor force, were unemployed. This is significantly higher than either the City of Oxnard or Ventura County, which had 7 percent and 5 percent unemployment, respectively.

4.4 Land Use

4.4.1 Existing Land Use

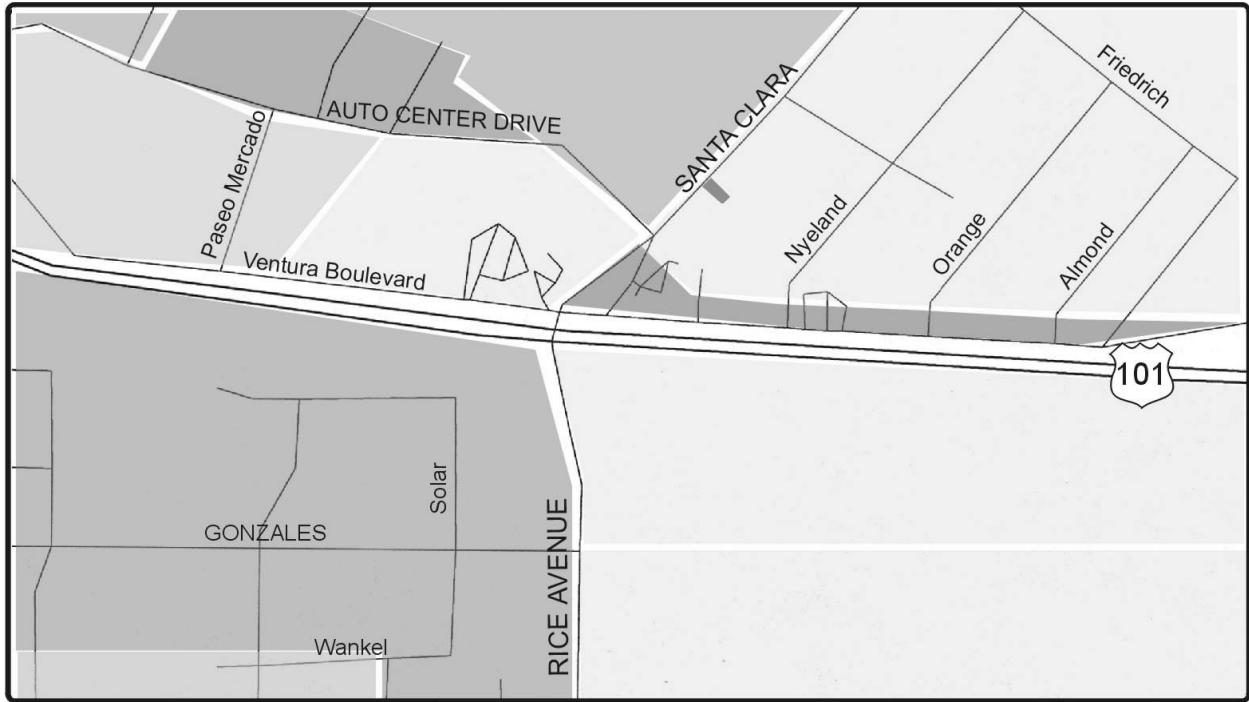
The project study area is located almost entirely within the City of Oxnard (although parts along U.S. 101 and the northern end of Santa Clara Avenue are located in unincorporated areas of the County), and is centered around the existing interchange at U.S. 101 and Rice Avenue, which is the location of the proposed project improvements. The project study area can be more easily understood by breaking it down into quadrants, with U.S. 101 serving as the east-west dividing line, and Rice Avenue/Santa Clara Avenue serving as the north-south dividing line. The City-designated and existing land uses in each of these quadrants are identified in the discussion below. Figure 4 shows existing land use patterns in the project area (note: some areas contain a mix of land uses; for example, the area immediately northeast of the interchange includes both commercial uses and mobile homes).

Northeast Quadrant: There is a strip of general commercial business land uses (restaurants, sales, etc.) along Ventura Boulevard to the south and along Santa Clara Avenue just north of its intersection with the northbound U.S. 101 off-ramp. Behind the commercial land uses is a large block of residential development, which includes several mobile home parks. These residential developments comprise a majority of the land uses in the quadrant. In the very northwestern corner of the quadrant, along Santa Clara Avenue and near the northern project limits, there is a small Headstart school (Rio Vista School).

Northwest Quadrant: This quadrant is designated in the City of Oxnard 2020 General Plan for light industrial and agricultural land uses. Based on windshield surveys conducted on July 26 and August 3, 2000; there are several different land uses located in this quadrant. The northeastern corner of the quadrant, north of Auto Center Drive, is currently used for agriculture with a small fruit and vegetable stand located at the northwest corner of Auto Center Drive and Santa Clara Avenue. The agricultural use is consistent with the General Plan designation. The area south of Auto Center Drive is designated for light industrial use. Along Santa Clara Avenue south of Auto Center Drive, there is a gas station and two vacant lots. A mobile home park (residential) and two commercial businesses (mobile home sales and a trucking company) are located along Ventura Boulevard in the southern section of the quadrant.

Southwest Quadrant: This quadrant is designated by the City of Oxnard General Plan as a business and research park. Existing land uses are consistent with the General Plan designation. Although much of the business park is currently vacant, there are several projects being planned to fill these vacancies. The most significant building in this quadrant is the Spanish Hills Medical Group building in the northeast corner, near the intersection of Rice Avenue and the southbound U.S. 101 off-ramp.

Southeast Quadrant: This quadrant is also designated by the City of Oxnard General Plan as a business and research park; however, it is currently being used for agriculture.



Sources: Thomas Brothers Maps, 1994; Oxnard General Plan, 1990; Myra L. Frank & Associates, 2000.



Figure 4: Existing Land Uses

4.4.2 Land Use Planning and Policy

The *City of Oxnard 2020 General Plan* (General Plan) was adopted by the Oxnard City Council on October 14, 1990. Through its land use policies the General Plan seeks to:

- Provide a variety of housing types throughout the City
- Preserve permanent agricultural land within the Oxnard Planning Area
- Provide for adequate space for schools, libraries, park and recreation areas, and the expansion need of public facilities to enhance the quality of life for all citizens
- Ensure that all new development will be consistent with the Ventura County Air Quality Management Plan and other regional plans
- Encourage the development of mixed uses in appropriate areas to reduce commuting

The General Plan designates almost the entire area south of U.S. 101 as a business and research park. The project study area also encompasses a small area just east of Rice Avenue and south of Gonzales Road that is designated for light industrial use. North of U.S. 101 and east of Santa Clara Avenue, the areas directly adjacent to Ventura Boulevard and Santa Clara Avenue are designated as general commercial. Beyond these commercial strips to the north and east, there is a large section of land designated as low density residential (3 to 7 D.U./ Ac.). On the northern edge of the project study area, on the east side of Santa Clara Avenue, there is also a small parcel designated for a public school. West of Santa Clara Avenue, north of U.S. 101, and south of Auto Center Drive is designated entirely as light industrial. North of Auto Center Drive is designated as agricultural and is also listed as open space on the Open Space and Conservation Map in the General Plan.

There are also several Specific Plans and an Infill/Modification Area in the project study area. The Rose/Santa Clara Corridor Specific Plan (adopted July 15, 1986) encompasses 204 acres of land along the north side of U.S. 101 between Rose Avenue and Rice Avenue. It is intended to provide for the development of an integrated mix of commercial and light industrial land uses designed to meet a variety of needs of the residents of Oxnard and surrounding communities. Commercial uses include a master-planned auto dealership park, retail commercial center, and commercial offices. This Plan Area also has its own assessment district, No. 86-4-R.

The Sakioka Farms Specific Plan Area is part of the Northeast Industrial Area Plan, which consists of approximately 1,400 acres of property designated for limited industrial, light industrial, and business and research park uses. Located both east and west of Rice Avenue, south of U.S. 101 and north of East Fifth Street, this Plan Area has its own assessment district, which provides major infrastructure to serve the area.

The Rose/Gonzales Study Area and the Northeast Community Specific Plan are located south of Gonzales Road and east of Lombard Street adjacent to the project study area.

There is also an Infill/Modification Area located along U.S. 101 called the Ventura Freeway Corridor Modification Area. The plan for this area states that property along the freeway corridor frontage should be designated for commercial or business use and that incentives should

be developed to encourage land use transition from residential to commercial uses in the Nyeland Acres area.

The Nyeland Acres community, located in the northeast quadrant of the Rice Avenue/U.S. 101 Interchange, is part of Ventura County and therefore is covered under the County's General Plan. According to the Ventura County General Plan, Nyeland Acres is part of the El Rio Area Plan. This Plan is intended to help preserve the rural character of the area and designates Nyeland Acres as a low-density residential development. It intends to maintain the current density of residential development, as well as providing for a buffer zone between commercial and residential development.

4.4.3 Public Services

The only public service facility in or near the project study area is the Rio Vista School located on the east side of Santa Clara Avenue just north of Auto Center Drive. This former elementary school is now leased to the Headstart program by the Rio School District. Although not technically a public service, a Mutual Water Company facility is located in the project area, on the east side of Santa Clara Avenue.

The police and fire stations that serve the project area are identified below.

Police:

Oxnard Police Department (Beat 12)
251 South C Street
Oxnard, CA 93030

Ventura County Sheriff's Department
Camarillo Station
3701 E. Las Posas Rd.
Camarillo, CA 93010

Fire:

Oxnard Fire Department
Station 5
1450 Colonia Road
Oxnard, CA 93030

Ventura County Fire Department
Station 51- El Rio
680 El Rio Drive
Oxnard, CA 93030

4.5 Farmland

Based on field surveys of the project area and a review of local land use maps, there are two active agricultural properties located in the project area. The first agricultural property is approximately 26 hectares (65 acres) in size and is located immediately northwest of the intersection of Santa Clara Avenue and Auto Center Drive. According to the State of California Natural Resource Conservation Service, this property is not designated as prime or unique farmland or farmland of statewide importance. The second agricultural property is located immediately southeast of the Rice Avenue/U.S. 101 Interchange. Although this property is officially designated in the City of Oxnard General Plan for industrial use, it is listed by the State of California as both prime farmland and farmland of statewide importance. This agricultural property occupies approximately 80 hectares (200 acres).

4.6 Circulation

U.S. 101, which is oriented in an east-west direction through the project area, is a major north-south route connecting the southern, central, and northern regions of California (see Figure 1 for a regional map). Rice Avenue/Santa Clara Avenue is a north-south arterial that extends from Pacific Coast Highway (SR 1) in the City of Oxnard on the south to SR 118 in Ventura County on the north. North of U.S. 101, Santa Clara Avenue is two lanes wide with additional turn lanes provided at the Auto Center Drive intersection. Santa Clara/Rice Avenue crosses over both Ventura Boulevard (a frontage road on the north side of U.S. 101) and the U.S. 101 freeway. Santa Clara Avenue becomes Rice Avenue at the centerline of U.S. 101. The overcrossing is two lanes wide (one lane in each direction). Immediately south of the overcrossing, Rice Avenue widens from two lanes to five lanes (three southbound lanes and two northbound lanes).

Level of service (LOS) was analyzed for four major intersections in the vicinity of the Rice Avenue/U.S. 101 Interchange. Table 3 provides a summary of existing and forecasted levels of service for the Rice Avenue/U.S. 101 Interchange area. It was estimated that only one of the four study intersections would operate at an unacceptable level of service (i.e., LOS D or worse, as per City of Oxnard standards) under 1997 Existing Conditions. This was the intersection of Ventura Boulevard, the northbound U.S. 101 ramps, and Auto Center Drive. The minor approach of the intersection (i.e., westbound Ventura Boulevard) operated at LOS C and F during the AM and PM peak hours, respectively. The worst major approach of this intersection operated at LOS A and B during the AM and PM peak hours, respectively.

Table 3: Summary of Existing and Forecast Levels of Service

Intersection	Peak Hour	1997 Existing Conditions		2024 No Build Conditions	
		V/C or Delay [1]	LOS	V/C or Delay [1]	LOS
Ventura Bl & NB US 101 Ramps & Auto Center Dr [4]	AM	9/18	A/C	15/*	C/F
	PM	11/360	B/F	36/*	E/F
Auto Center Dr & Santa Clara Ave [2]	AM	0.46	A	0.92	E
	PM	0.69	B	0.92	E
Auto Center Dr, Santa Clara Ave, & NB 101 Off-ramp [2]	AM	N/A		N/A	
	PM	N/A		N/A	
Rice Ave & SB US 101 Ramps [2]	AM	0.44	A	1.45	F
	PM	0.79	C	1.62	F
Rice Ave & Gonzales Rd [2]	AM	0.39	A	0.92	E
	PM	0.78	C	1.32	F
Ventura Blvd & Santa Clara Ave [3]	AM	N/A		N/A	
	PM	N/A		N/A	
Notes: [1] Volume-to-capacity ratios were estimated for signalized intersections using the Intersection Capacity Utilization (ICU) method. Average vehicle delay (seconds) for the worst major and minor street approaches were estimated for two-way-stop controlled intersections using the 1997 HCM "Two-Way Stop" method. Displayed as "major street/minor street" delay or LOS. [2] Signalized intersection. [3] Two-way stop-controlled intersection under Preferred Alternative, and signalized intersection under Preferred Alternative Plus Mitigation. [4] Two-way stop-controlled intersection. WB Ventura is stopped. EB Ventura is forced onto freeway via yield controlled onramp. *Signifies delay value greater than 10 minutes. N/A = Not Applicable Source: Kaku Associates, 2000.					

Conditions at this intersection and the other three studied intersections would become worse under Year 2024 No Build conditions, as would be expected given the traffic growth forecasted to occur in the study area. All four intersections were estimated to operate at an unacceptable level of service (LOS D or worse) during the AM and PM peak hour periods (note: the major approach to the stop controlled intersection of the northbound U.S. 101 ramps and Ventura Boulevard would operate at an acceptable LOS of C during the AM peak period).

4.7 Archaeological/Historical

No prehistoric or historical archaeological resources were noted during the archeological field survey or identified as a result of archival research and contact with interested parties.

Twenty-six buildings located within the proposed Project's Area of Potential Effect (APE) were identified during the architectural field survey, none of which are currently listed in or appear eligible for listing in the National Register of Historic Places. No historic districts, no historic landscapes, and no locally designated landmarks are located within or immediately adjacent to the APE.

4.8 Noise

4.8.1 Fundamentals of Noise

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted or excessive sound. Sound can vary in intensity by over one million times within the range of human hearing. Therefore, a logarithmic scale has been established to quantify sound intensity.

To better approximate the range of sensitivity of the human ear to sounds of various frequencies, an A-weighted decibel scale was developed, which de-emphasizes low frequencies. Decibel levels within the A-weighted scale are represented as dBA. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA. A 10-dBA increase is judged by most people as a doubling of the sound level, with the smallest discernable change being about 2 to 3 dBA. L_{eq} is the descriptor of cumulative noise exposure over a given period of time. This value accounts for the moment-to-moment fluctuations in A-weighted sound levels associated with all sound sources during the period of measurement. The loudest-hour L_{eq} ($L_{eq}[h]$) is used as a measure to predict potential traffic-related noise impacts. Table 4 presents noise levels for common outdoor and indoor activities at specific distances.

4.8.2 Noise Standards

Sensitive receptors are usually defined as those land uses where sleep and speech interference is an important concern. These receptors include residences, motels, schools, hospitals, and religious facilities. Noise-sensitive residential uses are located in the northwest and northeast quadrants of the interchange and include mobile home parks and single-family residences. The Federal Highway Administration (FHWA) has established exterior and interior noise criteria for specific types of land uses. As shown in Table 5 below, the exterior criterion for the sensitive residential receptors located within the immediate project vicinity is 67 dBA. Under FHWA regulations, noise abatement measures are to be considered if projected noise levels on adjacent lands approach or exceed the applicable noise abatement criterion identified in Table 5, or would increase substantially above existing noise levels.

Table 4: Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300 m (1,000 ft)	-110-	Rock Band
Gas Lawn Mower at 1 m (3 ft)	-100-	
•Diesel Truck at 15 m (50 ft) at 80 km/hr (50 mph)	-90-	Food Blender at 1 m (3 ft)
•Noisy Urban Area, Daytime	-80-	Garbage Disposal at 1 m (3 ft)
•Gas Lawn Mower at 30 m (100 ft)	-70-	Vacuum Cleaner at 3 m (10 ft)
•Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	-60-	Large Business Office
Quiet Urban Area, Daytime	-50-	Dishwasher Next Room
Quiet Urban Area, Nighttime	-40-	Theater, Large Conference Room (Background)
Quiet Suburban Area, Nighttime		Library
Quiet Rural Area, Nighttime	-30-	Bedroom at Night
	-20-	Broadcast Recording Studio
	-10-	
Lowest Threshold of Human Hearing	-0-	Lowest Threshold of Human Hearing

Source: Caltrans, 1998.

Table 5: FHWA Noise Abatement Criteria

Hourly A-Weighted Noise Level, dBA Leq (h)		Land Use
Exterior	Interior	
57	--	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential to continue to serve its intended purpose.
67	52	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
72	--	Developed lands, properties, or land uses not included in the previous two descriptions.
—	--	Undeveloped lands.

Source: FHWA, 1995..

4.8.3 Existing Noise Levels

The predominant source of noise in the project area is motor vehicle traffic. Existing sources of motor vehicle traffic in the study area include: U.S. 101 mainline, U.S. 101 ramps, Rice Avenue/Santa Clara Avenue, Auto Center Drive, and Ventura Boulevard. Several other smaller roadways in the study make minor, localized contributions to overall traffic noise in the project vicinity. No other significant sources of transportation noise were identified; however, aircraft operations at Camarillo Airport, which is located about 3.2 kilometers (2 miles) east of the study area, would be expected to generate an intermittent influence on the noise environment in the project vicinity. No non-transportation (e.g., stationary) noise sources were identified that have a substantial influence on overall average noise levels throughout large portions of the study area during the peak noise hour.

A noise measurement survey of the project area was conducted by Harris Miller Miller & Hanson Inc. on Tuesday, November 9, 1999. Noise measurements, each with a duration of between 24 and 30 minutes, were made at five sites in representative noise-sensitive receiver locations within the study area. The results are presented in Table 6. The locations of the measurement sites are shown in. The purposes of the measurements were to: (1) document existing sound levels within the project area, and (2) to obtain data on the various noise sources, receivers, and propagation circumstances within the project area to assist in the development and calibration of the highway noise prediction model.

Table 6: Summary of Short-Term Noise Measurement Results

Location			Distance from Source Centerline (meters)	Intervening Barriers/ Surfaces	Start Time	Dur- ation (h:m)	Leq (dBA)	
Site No.	Address	Dominant Traffic Noise Source					Total	Traffic Only ¹
S1	2371 Ventura Blvd.	U.S. 101	45	Negligible	9:40	0:24	70	70
S2	3282 Santa Clara Ave.	Santa Clara Ave.	29	Negligible	10:41	0:30	65	64
S3	2631 Ventura Blvd.	U.S. 101	37		13:17	0:25	72	72
S4	3251 Nyeland Ave.	U.S. 101	102	Intermittent building structures	14:24	0:25	65	64
S5	2725 Ventura Blvd.	U.S. 101	36	Privacy wall on either side of mobile home park entrance (minor)	13:52	0:24	72	72

Notes: Noise measurements were performed on Tuesday, November 9, 1999.

¹ One-minute periods dominated by sources other than counted roadways were excluded.

Source: Harris Miller Miller & Hanson Inc., 2000.

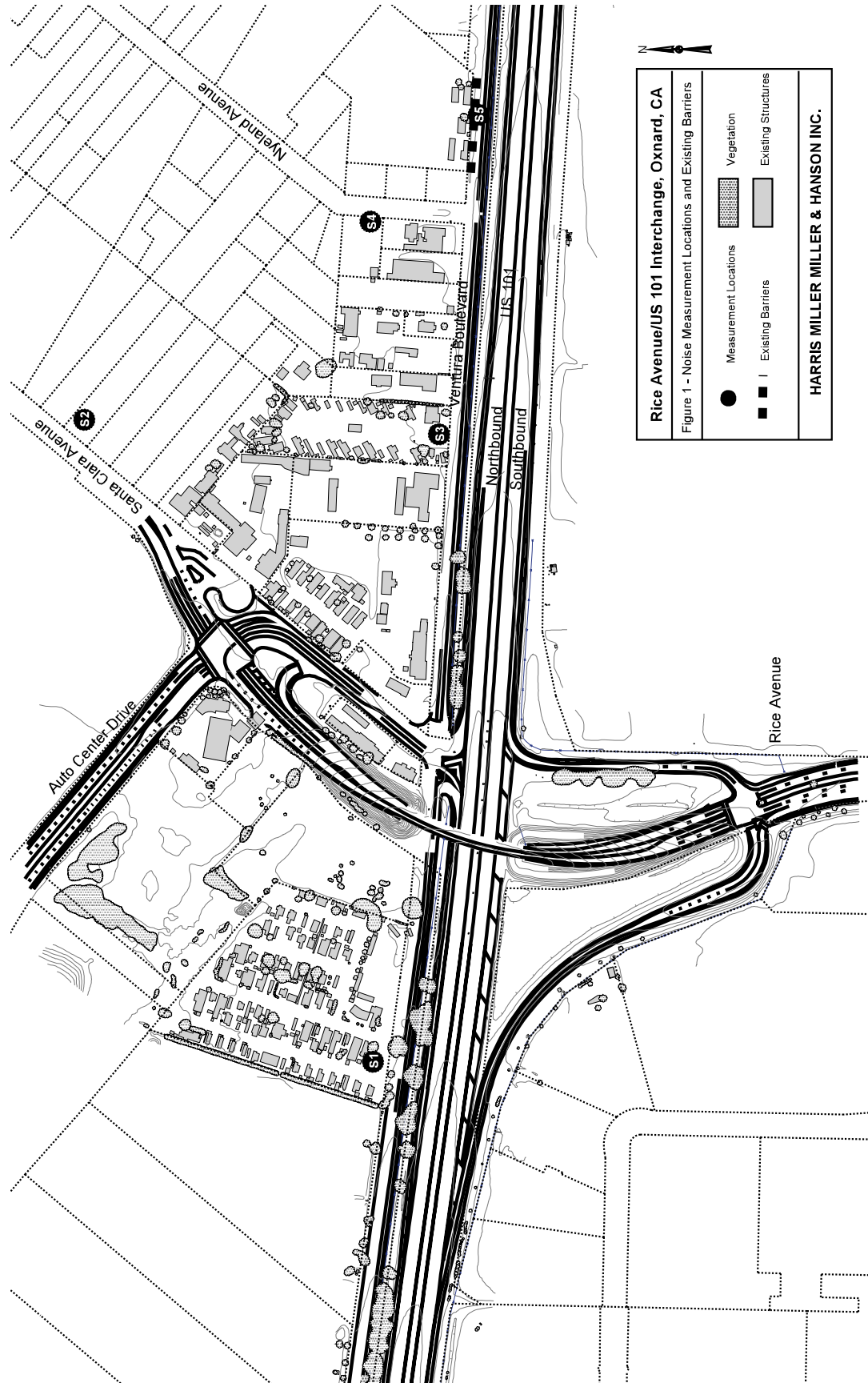


Figure 5: Noise Measurement Sites

One of the measurement sites, S2, was located along Santa Clara Avenue well north of U.S. 101. Measured L_{eqs} at this location were influenced primarily by traffic along Santa Clara Avenue and were in the mid-60s dBA. The four other sites were located nearer to U.S. 101. Noise levels at those locations were influenced primarily by highway traffic. One of those four sites, S4, was located over 100 meters (330 feet) from the highway centerline and partially screened from highway traffic exposure by intervening structures. During the measurement survey, it experienced average noise levels in the mid-60s dBA, nearly equivalent to those observed at S2. The remaining three measurement sites near U.S. 101 (sites S1, S3, and S5) were located within the three mobile home parks in the study area that are directly alongside Ventura Boulevard. These sites were located between about 36 meters (120 feet) and 45 meters (150 feet) from the U.S. 101 centerline. L_{eqs} measured at those sites ranged from 70 to 72 dBA.

In summary, the noise survey results indicate that existing loudest-hour average noise levels in the study area range from the low 60s to the high 70s dBA. Additionally, the majority of residential receivers are exposed to loudest-hour average noise levels that approach within 1 decibel or exceed the applicable FHWA noise abatement criterion identified in Table 5 above.

4.9 Air Quality

California is divided by the California Air Resources Board (CARB) into air basins, which share similar meteorological and topographical features. The City of Oxnard is in Ventura County, which is in the South Central Coast Air Basin under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD or Air District)

Coastal areas of Ventura County are cooler in summer and milder in winter than inland and mountainous areas. On most days, sea breezes move from west to east, except during Santa Ana wind conditions when Ventura County may receive pollutants from areas to the east, including Los Angeles County. Ventura County has been designated a severe ozone non-attainment area under both the federal and California Clean Air Acts. The deadline for severe ozone non-attainment areas to attain the national 1-hour ozone standard is 2005.

Both the federal and state governments have established ambient air quality standards to protect public health. Standards are shown in Table 7.

The Air District does not maintain an air monitoring station in Oxnard. Therefore, the Ventura station is used as the source of baseline air quality information for ozone and the El Rio station is the baseline for carbon monoxide and PM_{10} (particulate matter 10 microns or less in size). El Rio is used because the VCAPCD discontinued PM_{10} monitoring in 1997 at Ventura and because the VCAPCD guidelines recommend using El Rio in coastal areas for background carbon monoxide data.

Table 7: Ambient Air Quality Standards

	State	National	
Air Pollutant	Standard	Primary	Secondary
Ozone (O ₃)	0.09 ppm, 1-hr avg.	0.12 ppm, 1-hr avg. 0.08 ppm, 8-hour avg.	0.12 ppm, 1-hr avg.
Carbon Monoxide (CO)	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide (NO ₂)	0.25 ppm, 1-hr. avg.	0.0534 ppm, annual avg.	0.0534 ppm, annual avg.
Sulfur Dioxide (SO ₂)	0.25 ppm 1-hr 0.04 ppm, 24-hr avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM ₁₀)	50 Fg/m ³ , 24-hr. avg. 30 Fg/m ³ AGM	150 Fg/m ³ , 24-hr avg. 50 Fg/m ³ AAM	150 Fg/m ³ , 24-hr avg.; 50 Fg/m ³ AAM
Sulfates (SO ₄)	25 Fg/m ³ , 24-hr avg.		
Lead (Pb)	1.5 Fg/m ³ , monthly avg.	1.5 Fg/m ³ , calendar quarter	1.5 Fg/m ³
Hydrogen Sulfide (H ₂ S)	0.03 ppm, 1-hr avg.		
Vinyl Chloride	0.010 ppm, 24-hr avg.		
Visibility-Reducing Particles	In sufficient amount to reduce prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation		
Note: ppm = parts per million by volume Fg/m ³ = micrograms per cubic meter AAM = annual arithmetic mean AGM = annual geometric mean Source: California Air Resources Board, JHA Environmental Consultants, LLC, 2000.			

The pollutants of concern in Ventura County are ozone and fine particulate matter. Ozone (O₃), a colorless toxic gas formed by photochemical reactions between reactive organic compounds and nitrogen oxides, irritates the lungs and damages materials and vegetation, including most agricultural crops. Ozone is a secondary contaminant, formed in the atmosphere in the presence of intense sunlight by a reaction between oxides of nitrogen and reactive organic compounds. Nitrogen dioxide (NO₂) is also a secondary contaminant formed through a reaction between nitric oxide (NO) and atmospheric oxygen, which irritates the lungs at high concentrations and contributes to ozone formation. While levels of NO₂ are low in Ventura County, NO₂ is an important contaminant because of its contribution to ozone. Particulate matter less than 10 microns in diameter (PM₁₀) causes a greater health risk than larger-sized particles, since these fine particles can be inhaled more easily and irritate the lungs by themselves and in combination

with gases. While no carbon monoxide standards are exceeded in Ventura County, it is necessary to know background levels in the vicinity of a project in order to determine the potential for a carbon monoxide hotspot to develop as a result of a project and in order to comply with Caltrans' conformity requirements. Levels of ozone, carbon monoxide and PM₁₀ for the past 5 years at the monitoring stations nearest the project site are shown in Table 8 and compared to national and state air quality standards.

In summary, ozone levels have decreased in Ventura over the 5-year period. PM₁₀ concentrations vary from year to year because of meteorological conditions. However, concentrations along the coast are usually well below national standards. Carbon monoxide concentrations are very low.

Table 8: Summary of Air Quality Data, Ventura Air Monitoring Station

Pollutant Standards	1995	1996	1997	1998	1999
Ozone (O ₃)					
State standard (1-hr. avg. 0.09 ppm)					
National standard (1-hr avg. 0.12 ppm)					
National standard (8-hr avg 0.08 ppm)					
Maximum 1-hr concentration (in ppm)	0.12	0.13	0.11	0.09	0.09
Number of days state standard exceeded	4	10	2	0	0
Number of days national 1-hr standard exceeded	0	1	0	0	0
Carbon Monoxide					
State standard (1-hr. avg. 20 ppm)					
National standard (1-hr avg. 35 ppm)					
State/national standard (8-hr. avg. 9.0 ppm)					
Maximum concentration 1-hr period (in ppm)	ND	ND	ND	ND	ND
Maximum concentration 8-hr period (in ppm)	2.41	1.45	1.89	2.03	1.20
Number of days state 8-hr standard exceeded	0	0	0	0	0
Suspended Particulates (PM ₁₀)					
State standard (24-hr. avg. >50 Fg/m ³)					
National standard (24-hr avg. >150 Fg/m ³)					
Maximum 24-hr concentration (in Fg/m ³)	62	63.5	252.5	70.3	50.8
Days (calculated) exceeding state standard	18	6	18	6	6
Days (calculated) exceeding national standard	0	0	6	0	0
Notes:					
CO and PM ₁₀ data are from the El Rio Station.					
ppm = parts per million					
Fg/m ³ = micrograms per cubic meter					
ND = No Data					
Source: VCAPCD, California Air Resources Board Air Quality Data--1995 through 1999					

4.10 Hazardous Waste Sites

A Preliminary Site Assessment (PSA) was conducted by Geotechnical Consultants, Inc. to identify potential hazardous waste sites in the project area. According to the PSA, a potential for hazardous materials exists at the following locations:

<u>Site</u>	<u>Address</u>
• Larry's Chevron/G. Paymard Property	2505 Ventura Boulevard
• Joyce Motors –	2535 E. Ventura Boulevard
• DW Burhoe Construction/CAB Enterprises	2927 Ventura Boulevard
• Sawtelle Property	2701 Ventura Boulevard
• Freeway Auto Body & Paint	2461 E. Ventura Boulevard
• Dieters Imports	2681 E. Ventura Boulevard
• Oxnard Mobil	2460 Auto Center Drive
• Van Waters and Rogers, Inc.	1910 Lockwood
• Coastline Equipment	1930 Lockwood
• Gibbs International Trucks	2201 E. Ventura Boulevard
• Long Beach Mortgage	2935 E. Ventura Boulevard
• Nyeland Community Church	3326 Nyeland Avenue
• Jim's Texaco	3025 Santa Clara Avenue
• Chevron	SW corner of Santa Clara Ave. & Auto Center Drive
• Rice Avenue Overcrossing and adjacent buildings	Rice Ave./U.S. 101 Interchange
• Freeway and roadway striping	Rice Ave./U.S. 101 Interchange
• Agricultural land	Southeast quadrant of interchange
• Freeway medians and shoulders	U.S. 101 freeway

Leaking underground storage tank (LUST) sites have the highest potential for environmental contamination. There are two known LUST sites (Jim's Texaco and Sawtelle Property) that have a high potential to affect the proposed project. A Phase II hazardous materials study conducted in 1995 indicated elevated concentrations of volatile organic compounds and hydrocarbons in the groundwater and elevated lead levels in the soil at the Texaco station, which would be acquired for right-of-way for the proposed improvements. Based on information provided by the Ventura County Environmental Health Department, the contamination at the Sawtelle property appears to be shallow and to not pose a threat to groundwater. A site assessment is in the process of being conducted by the property owner. If the contamination on the site has attenuated to acceptable levels, a closure letter will be issued by the lead regulatory agency. No property would be acquired from the Sawtelle property. Other potential hazardous materials sites that have a high potential to affect the proposed project include those areas that are currently or have been historically used for agriculture. These agricultural areas may have residual levels of pesticides that would require excavated soil to be handled as hazardous material. Right-of-way would be required from existing agricultural properties located in the southeast quadrant of the interchange and on the west side of Santa Clara Avenue, immediately north of Auto Center Drive. Property would also be acquired for right-of-way in the southwest quadrant of the interchange, which was historically used for agriculture prior to development of the existing business park. Also, soils within and adjacent to the freeway may be contaminated by aerially deposited lead due to exhaust emissions from leaded gasoline. Lead-based paint and asbestos containing material may also be present on the Rice Avenue bridge structure and in buildings acquired for right-of-way. Lastly, yellow thermoplastic and painted traffic markings that need to be removed during construction may contain lead and chromium.

The locations of the sites that have a moderate to high potential to affect the proposed project due to existing or previous underground storage tanks or leaking underground storage tanks are show in Figure 6.

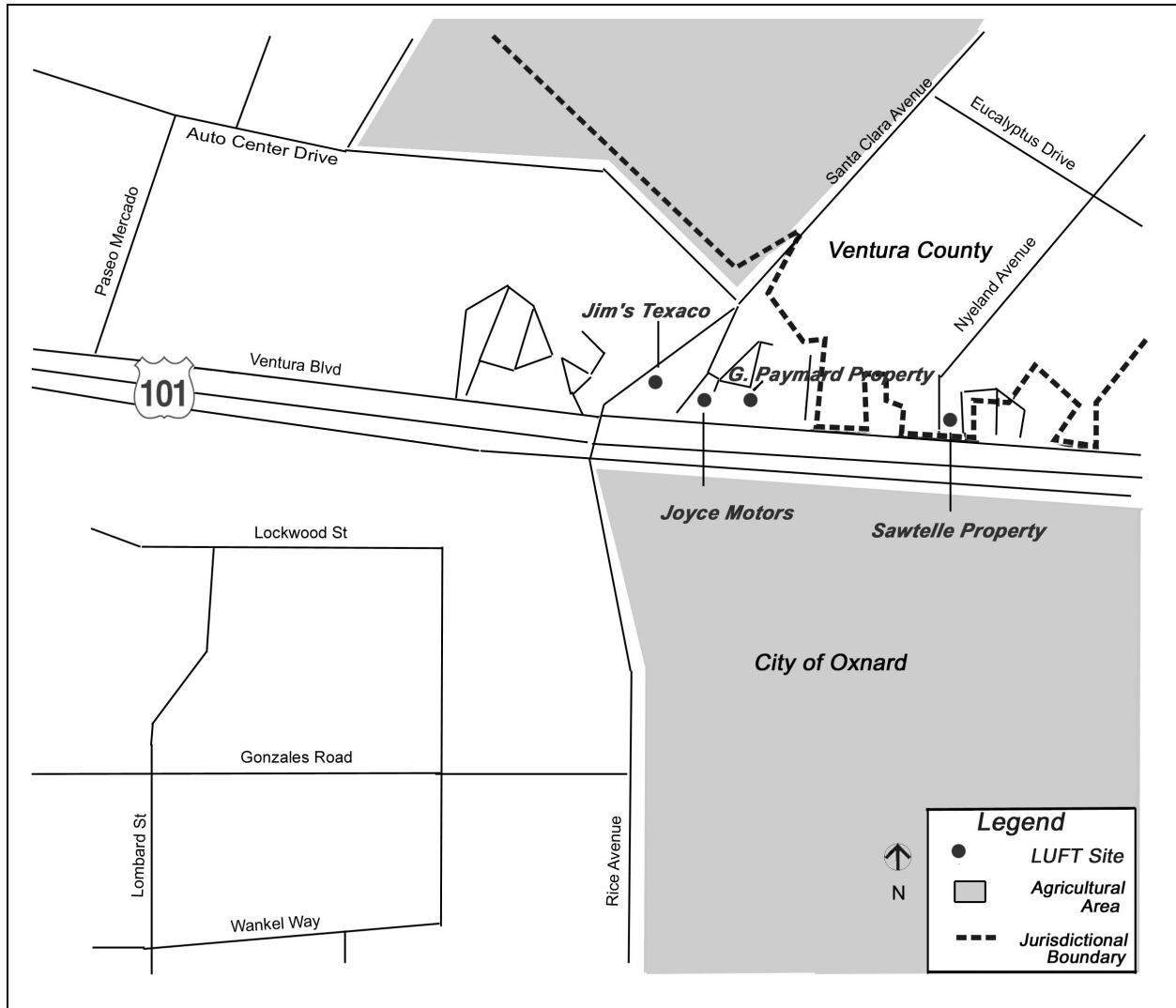


Figure 6: Hazardous Materials Sites

5 ENVIRONMENTAL EVALUATION

The Environmental Significance Checklist on the following pages was used to identify physical, biological, social, and economic factors that might be affected by the proposed project. In many cases, the background studies performed in connection with this project clearly indicate the project would not affect a particular item. A “NO” answer in the first column documents this determination. A “YES” answer is followed by a response in the second column as to whether or not the effect is significant. Answers requiring further explanation are indicated by an asterisk (*). These discussions are provided in Section 5, below.

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
PHYSICAL – Will the proposal (either directly or indirectly)		
1. Appreciably change the topography or ground surface relief features?	NO*	
2. Destroy, cover, or modify any unique geologic or physical features?	NO	
3. Result in unstable earth surfaces or increase the exposure of people or property to geologic or seismic hazards?	NO*	
4. Result in or be affected by soil erosion or siltation (whether by water or wind)?	YES	NO*
5. Result in the increased use of fuel or energy in large amounts or in a wasteful manner?	NO*	
6. Result in an increase in the rate of use of any natural resource?	NO	
7. Result in the substantial depletion of any nonrenewable resource?	NO	
8. Violate any published federal, state or local standards pertaining to hazardous waste, solid waste or litter control?	NO*	
9. Modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	NO	
10. Encroach upon a floodplain or result in or be affected by floodwaters or tidal waves?	YES	NO*
11. Adversely affect the quantity or quality of surface water, groundwater, or public water supply?	NO*	
12. Result in the use of water in large amounts or in a wasteful manner?	NO	
13. Affect wetlands or riparian vegetation?	NO	
14. Violate or be inconsistent with federal, state or local water quality standards?	NO*	
15. Result in changes in air movement, moisture, or temperature, or any climatic conditions?	NO	
16. Result in an increase in air pollutant emissions, adverse effects on or deterioration of ambient air quality?	YES	NO*
17. Result in the creation of objectionable odors?	NO	
18. Violate or be inconsistent with federal, state or local air standards or control plans?	NO*	
19. Result in an increase in noise levels or vibration for adjoining areas?	YES	NO*
20. Result in any federal, state or local noise criteria being equaled or exceeded?	YES	NO*
21. Produce new light, glare or shadows?	YES	NO*

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
BIOLOGICAL – Will the proposal result in (either directly or indirectly):		
22. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, microflora and aquatic plants)?	YES	NO*
23. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of plants?	NO	
24. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	NO*	
25. Reduction in acreage of any agricultural crop or commercial timber stand, or affect prime, unique or other farmland of state or local importance?	YES	NO*
26. Removal or deterioration of existing fish or wildlife habitat?	NO	
27. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)?	NO	
28. Reduction of the numbers of or encroachment upon the critical habitat of any unique, threatened or endangered species of animals?	NO	
29. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	NO*	
SOCIAL AND ECONOMIC – Will the proposal (directly or indirectly):		
30. Cause disruption of orderly planned development?	NO	
31. Be inconsistent with any elements of adopted community plans, policies or goals, or the California Urban Strategy?	NO*	
32. Be inconsistent with a Coastal Zone Management Plan?	NO	
33. Affect the location, distribution, density, or growth rate of the human population of an area?	YES	NO*
34. Affect lifestyles, or neighborhood character or stability?	YES	NO*
35. Affect minority, elderly, handicapped, transit-dependent, or other specific interest groups?	YES	NO*
36. Divide or disrupt an established community?	YES	NO*
37. Affect existing housing, require the acquisition of residential improvements or the displacement of people or create a demand for additional housing?	YES	NO*
38. Affect employment, industry or commerce, or require the displacement of businesses or farms?	YES	NO*
39. Affect property values or the local tax base?	YES	NO*
40. Affect any community facilities (including medical, education, scientific, recreational, or religious institutions, ceremonial sites, or sacred shrines)?	NO*	

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
41. Affect public utilities, or police, fire, emergency or other public services?	NO*	
42. Have substantial impact on existing transportation systems or alter present patterns or circulation or movement of people and/or goods?	NO*	
43. Generate additional traffic?	NO*	
44. Affect or be affected by existing parking facilities or result in demand for new parking?	YES	NO*
45. Involve a substantial risk of an explosion or the release of hazardous substances in the event of an accident or otherwise adversely affect overall public safety?	NO	
46. Result in alterations to waterborne, rail or air traffic?	NO	
47. Support large commercial or residential development?	YES	NO*
48. Affect a significant archaeological or historic site, structure, object, or building?	NO*	
49. Affect wild or scenic rivers or natural landmarks?	NO	
50. Affect any scenic resources or result in the obstruction of any scenic vista or view open to the public, or creation of an aesthetically offensive site open to public view?	YES	NO*
51. Result in substantial impacts associated with construction activities (e.g., noise, dust, temporary drainage, traffic detours and temporary access, etc.)?	NO*	
52. Result in the use of any publicly owned land from a park, recreation area, or wildlife and waterfowl refuge?	NO	
MANDATORY FINDINGS OF SIGNIFICANCE		
53. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major period of California history or prehistory?	NO	
54. Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	NO	

	YES OR NO BEFORE MITIGATION	IF YES, IS IT SIGNIFICANT AFTER MITIGATION? YES OR NO
55. Does the project have environmental effects that are individually limited but cumulatively considerable? Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. It includes the effects of other projects, which interact with this project and, together, are considerable.	YES	NO*
56. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	YES	NO*

6 DISCUSSION OF ENVIRONMENTAL EVALUATION

6.1 Changes in Topography and Ground Surface Relief Features (Question 1)

The proposed project would require minor changes in topography along the existing interchange to accommodate the proposed improvements. Retaining walls would be required where right-of-way constraints or mitigation measures would not allow slopes to be cut parallel to existing slopes. These changes would not appreciably alter the topography or ground surface relief features of the area.

6.2 Geologic/Seismic Hazards (Question 3)

The project study area is located in a seismically active area. There are nine active or potentially active faults, along both the San Andreas and Transverse Ranges fault systems, within 80 kilometers (50 miles) of the project area; therefore, the proposed project would likely be subject to strong ground shaking associated with major earthquakes on these faults. In addition, groundwater is relatively shallow in the area, and surface soils are composed of collapsible/compressible soils and sand, silty sand, and clay. Therefore, additional geologic hazards associated with the proposed project may include collapsible/compressive and/or corrosive soil, and liquefaction. It is anticipated that all of these hazards would be able to be mitigated to acceptable levels of risk.

The proposed project facilities could sustain structural damage during strong ground shaking associated with an earthquake along a nearby fault. The magnitude, duration, and vibration frequency characteristics will vary greatly, depending upon the particular causative fault and its distance from the project.

Mitigation

In order to ensure appropriate design measures are developed to mitigate geologic/seismic hazards, a complete geotechnical investigation shall be performed prior to final project design. The purpose of this investigation will be to identify all seismic hazards, characterize the presence and extent of expansive and/or collapsible soil, identify the presence, extent, and corrosion potential of the soils, and characterize the presence and extent of liquefiable soil in the project area.

To mitigate the hazards posed by seismically induced strong ground shaking, all structures shall be designed to resist the maximum credible earthquake associated with nearby faults without endangering human life through collapse. Design of the interchange shall conform to current codes and specifications. The seismic design criteria shall be based on the most current Caltrans seismic design criteria.

Depending on the presence or extent of expansive and/or collapsible soil, one or more of the following options shall be used to mitigate the soil-related hazards:

- Removal of expansive/collapsible subgrade soils and replacement with engineered fill.
- Support of structures on deep pile foundation systems.
- Densification of collapsible subgrade soils with in-situ techniques.
- Placing moisture barriers above and around expansive subgrade soils to help prevent variations in soil moisture content.

Based on the presence of corrosive soils identified in the geotechnical investigation, and on the sampling and testing of soils required by Caltrans corrosion guidelines for pile-supported bridge foundations, one or more of the following options shall be used to mitigate the hazards associated with corrosive soils:

- Removal of corrosive subgrade soils and replacement with non-corrosive engineered fill.
- Installation of a cathodic protection system to protect buried metal pipelines.
- Use of coated or nonmetallic (i.e., concrete or poly vinyl chloride) pipes not susceptible to corrosion.
- Construction of foundations using sulfate-resistant concrete.

Depending on the presence or extent of liquefiable soil, one or more of the following options shall be used to mitigate liquefaction hazards:

- Construction using piles or deep foundations.
- Dynamic densification.
- Ground improvement.
- Grouting or removal of suspect soils.

Implementation of the measures above would mitigate potential impacts from geologic/seismic hazards.

6.3 Erosion Effects (Question 4)

Construction activities would increase the potential for erosion by wind or water. Erosion during construction would be controlled by implementation of Best Management Practices (BMPs) and compliance with contract specifications. BMPs would include erosion control measures such as slope stabilization, use of straw and seed, and timing of construction activities to minimize soil exposure during wet weather periods. With these measures, the potential for erosion would be greatly reduced.

Once construction of new slopes and retaining walls is complete, the erosion rate at the project site would be similar to the existing rate of erosion in the vicinity of the interchange.

6.4 Use of Energy (Question 5)

The Rice Avenue/U.S. 101 Interchange presently experiences some congestion, especially during peak traffic periods. As a result of traffic congestion and slow, stop-and-go conditions, vehicles expend additional fuel. By improving traffic flow and reducing congestion, the proposed improvements could result in less energy consumption per vehicle mile traveled in the immediate project area.

The project would also require the use of energy to construct and maintain the proposed widening. However, the energy savings associated with improved operational efficiency of the interchange would outweigh the one-time energy use required for construction and the energy consumed by maintenance activities.

6.5 Hazardous Waste (Question 8)

A Preliminary Site Assessment (PSA) was conducted by Geotechnical Consultants, Inc. to identify potential hazardous waste sites in the project area (see Section 4.10 for a listing of potential hazardous waste sites).

Leaking underground storage tank (LUST) sites have the highest potential for environmental contamination. There are two known LUST sites (Jim's Texaco and Sawtelle Property) that have a high potential to affect the proposed project. A leaking underground tank was removed and replaced at the Texaco gasoline station in 1995. However, a Phase II hazardous materials study conducted in 1995 indicated elevated concentrations of volatile organic compounds and hydrocarbons in the groundwater and elevated lead levels in the soil at the Texaco station, which would be acquired for right-of-way for the proposed improvements. The Texaco station is located at 3025 Santa Clara Avenue in the northeast quadrant of the interchange. The Sawtelle property contains three 1,000-gallon underground storage tanks. The contamination appears to be shallow and not pose a threat to groundwater, according to the Ventura County Environmental Health Department. A site assessment is currently being conducted by the property owner. No property would be acquired from the Sawtelle property, which is located east of Nyeland Avenue and on the north side of Ventura Boulevard.

Other potential hazardous materials sites that have a high potential to affect the proposed project include those areas that are currently or have been historically used for agriculture. These agricultural areas may have residual levels of pesticides that would require excavated soil to be handled as hazardous material. Minor amounts of right-of-way would be required from existing agricultural properties located in the southeast quadrant of the interchange and on the west side of Santa Clara Avenue, immediately north of Auto Center Drive. Property would also be acquired for right-of-way in the southwest quadrant of the interchange, which was historically used for agriculture prior to development of the existing business park. Also, soils within and adjacent to the freeway may be contaminated by aurally deposited lead due to exhaust emissions from leaded gasoline. Lead-based paint and asbestos containing material may also be present on the Rice Avenue bridge structure and in buildings acquired for right-of-way. Yellow thermoplastic and painted traffic markings that need to be removed during construction may contain lead and chromium.

Sites with a moderate potential to affect the proposed project include Larry's Chevron/G. Paynard Property and Joyce Motors/Cars 4 Causes. A gasoline leak at the Larry's Chevron/G. Paynard Property was remediated and the site was closed on 8/4/97. Monitoring wells that were installed in 1995 are no longer evident on the site. The site, which would be acquired for right-of-way, is currently occupied by Le Town Market and is located at 2505 E. Ventura Boulevard in the northeast quadrant of the interchange. Joyce Motors/Cars 4 Causes is located at 2535 E. Ventura Boulevard. The status and number of underground storage tanks at this property is not known. This property would need to be acquired for right-of-way.

Construction in the vicinity of the sites identified above could result in the exposure of construction workers and/or the public to hazardous materials.

Mitigation

In order to mitigate hazardous materials impacts, some or all of the following measures shall be implemented:

- *Low Potential Sites:* Hazardous material sites with a low potential to result in adverse impacts (i.e., sites adjacent to the project site with active underground storage tanks, and/or sites where historic or current use may be associated with large quantities of hazardous materials) shall be re-evaluated if construction parameters vary from the currently proposed alignment. The reevaluation is necessary to determine whether the sites should be reclassified as having a moderate or high potential to affect the proposed project.
- *Moderate Potential Sites:* A review of available environmental records, a historical land use assessment, and a site-specific inspection shall be conducted for hazardous material sites with a moderate potential to result in adverse impacts (i.e., sites within or immediately adjacent to the project site where the number and/or status of underground storage tanks on site is not reported, and/or sites within the project site with active underground storage tanks). The record review shall identify data confirming remediation of on- and offsite contamination from former LUST sites, or agency certified closure of the site. Record review results or visual inspections that indicate contamination is present in the project area shall cause medium potential sites to be treated as high potential sites.

Sites with USTs, i.e. Joyce Motors, where the status and/or number of tanks are not reported should undergo further record review to determine the status, condition, content, and number of tanks. At sites with inactive or improperly abandoned USTs, the tanks may be old and in poor condition and, therefore, should be thoroughly evaluated for condition and possible leaks. LUST sites where deep (greater than 1.5 meters (5 feet)) excavations are planned should consider drilling test holes and collecting samples as confirmation of remediation. Development of sites with non-leaking USTs shall include tank removal according to local regulations. Discovery of unknown contamination will require remedial plans.

- *High Potential Sites:* Current agency records of "high" potential sites (e.g., sites within or immediately adjacent to the project site with LUSTs that are reported as 'no action taken', or

where site assessment efforts or remediation/cleanup efforts are reported to be in progress, and/or active agricultural sites that practice chemical pest and weed control located within the project boundaries) shall be reviewed to design an investigation program to assess and verify the extent of potential contamination of surface and underlying soil, and shallow groundwater. The review shall be performed by a qualified and approved environmental consultant. Results shall be reviewed and approved by the County Health Department or state Department of Toxic Substances Control. The investigation shall include collection of samples and quantification of contaminant levels within the proposed excavation and surface disturbance areas. Subsurface investigation shall determine appropriate worker protection and hazardous material handling and disposal procedures. In addition, construction activities that require dewatering may require treatment of contaminated groundwater prior to discharge. Appropriate regulatory agencies, such as California EPA, the Regional Water Quality Control Board, and Ventura County Environmental Health Department should be notified in advance of construction so that discharge permits identifying discharge points, quantities, and groundwater treatment (if necessary) can be identified.

Areas with contaminated soil determined to be hazardous waste shall be excavated by personnel who have been trained through the OSHA recommended 40-hour safety program (29CFR1910.120) with an approved plan for excavation, control of contaminant releases to the air, and off-site transport or on-site treatment. Health and safety plans prepared by a qualified and approved industrial hygienist shall be developed to protect the public and all workers in the construction area. Health and safety plans shall be reviewed and approved by the appropriate agencies, such as the Ventura County Environmental Health Department or the state Department of Toxic Substances Control.

- *Residual Pesticides:* Soil samples should be collected in construction areas in the project area south of U.S. 101 where the land has historically or is currently being farmed to verify and delineate the extent of pesticide contamination. Excavated materials containing elevated levels of pesticide will require special handling and disposal procedures. Standard dust suppression procedures should be used in construction areas to reduce airborne emissions of these contaminants and reduce the risk of exposure to workers and the public. Regulatory agencies for the State of California and County of Ventura should be contacted to plan handling, treatment, and/or disposal options.
- *Aerially Deposited Lead:* The presence of aerially deposited lead shall be confirmed before or during the design phase of the project in order to develop proper plans for reuse of the affected soil within the project limits or disposal of contaminated soil at a landfill that is permitted to accept hazardous waste. The aerial lead site investigation study and report shall conform to the requirements of Caltrans and the state Department of Toxic Substances Control. The aerial lead study shall require subsurface soil sampling and laboratory testing for lead, soluble lead, and soil pH within existing unpaved areas that will be disturbed or regraded for the project.
- *Asbestos, Lead, and Chromium Containing Material:* A survey of buildings, structures, and pavement areas to be removed or demolished shall be conducted to assess the presence and extent of asbestos, lead, and chromium containing materials. This study should be conducted

prior to final design by a qualified and approved environmental specialist. The investigation shall include collecting samples for laboratory analysis and quantification of contaminant levels within the buildings and structures proposed for demolition, and in pavement disturbance areas. Based on these findings, appropriate measures for handling, removal, and disposal of these materials can be developed. Regulatory agencies for the State of California and County of Ventura should be contacted to plan handling, treatment, and/or disposal options. Should it be determined that asbestos containing materials are present in structures affected by the proposed project, a permit may be required from the Ventura County Air Pollution Control District prior to any work on the structures.

Additional surveys and testing to determine the extent of contamination on properties affected by the proposed project will be conducted during final design and engineering and prior to construction. Those parties responsible for contaminated soil or groundwater on sites to be acquired for right-of-way will be responsible for the cost of any remediation necessary to meet regulatory standards. Remediation will either be conducted by the responsible party prior to acquisition of the property by the City or alternatively the City may reach an agreement with the responsible party whereby the cost of remediation is deducted from the purchase price of the property, in which case the City would be responsible for remediation. In either case, hazardous materials remediation to meet regulatory standards would be conducted prior to construction.

Asbestos-containing building materials in buildings to be acquired will be removed and disposed of prior to demolition as required by law.

6.6 Floodplain Encroachment (Question 10)

A review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) indicates that the northwest quadrant of the project site lies within Zone AH, which is defined as a 100-year shallow flooding area. The area along U.S. 101 at the eastern project limits is located within Zone AO, which is defined as an area of 100-year shallow flooding ranging from 0.3 to 1 meter (1 to 3 feet). The remainder of the project area is either located in Zone B, an area between the 100- and 500-year floods, or Zone C, which is an area of minimal flooding.

Floodplain encroachment is defined as a significant intrusion of the proposed project into a base floodplain. Encroachment would not occur in Zones B or C because neither zone exceeds the base floodplain criteria. Encroachment would not be significant in Zone AH because the area affected (0.5 hectares (1.2 acres)) represents 0.9 percent of the floodzone area. This encroachment would result in an insignificant flood-storage volume reduction. Consequently, the impact on the 100-year water surface is expected to be minor and substantially less than 1 foot. Because the proposed project would not increase water surface elevations significantly in the area, there would not be an increased risk of potential damage to nearby properties due to implementation of the proposed project improvements.

Mitigation

Although flooding impacts are not anticipated, one or more of the following mitigation measures shall be implemented to ensure any adverse affects to the AH Zone are minimized:

- Obtain a Floodplain Development Permit before the start of construction.
- Design structural components to resist hydrostatic (where flow velocities are less than 5 feet per second) and hydrodynamic (where flow velocities are less than 10 feet per second) loads.
- Provide adequate drainage paths around structures on slopes to guide floodwater around and away from proposed structures.
- Use Best Management Practices during construction to protect surrounding land, including agricultural properties, from onsite stormwater runoff.

6.7 Surface Water and Groundwater Effects (Questions 11 and 14)

During project construction, sediment carried by surface runoff from the project site could increase pollutant levels in local surface waters. However, a National Pollutant Discharge Elimination System (NPDES) Permit will be required for the proposed project. In accordance with NPDES Permit requirements, a Storm Water Pollution Prevention Plan will be prepared that will identify erosion and sediment control measures or Best Management Practices to minimize the discharge of pollutants from the construction site. Consequently, no adverse impacts to local water resources are anticipated.

6.8 Air Quality Effects (Questions 16 and 18)

The proposed project could result in some temporary adverse impacts to air quality during the construction phase. These impacts include airborne dust from grading, demolition, and dirt hauling, and gaseous emissions from heavy equipment, delivery and dirt hauling trucks, employee vehicles, and paints and coatings. These activities may affect regional pollutants, such as ozone, or localized pollutants, such as carbon monoxide. Equipment emissions (Reactive organic compounds and nitrogen oxides) and fugitive dust emissions (PM₁₀) during construction would exceed Ventura County Air Pollution Control District (VCAPCD) thresholds; therefore, mitigation measures would be required. However, construction-related impacts would be temporary in nature and would occur only for a short period of time.

The project would not have any adverse regional air quality impacts after construction is completed because it would not increase traffic beyond what is projected to occur without the project.

Carbon monoxide (CO) emissions are almost entirely from automobiles. CO is a localized pollutant, with concentrations decreasing rapidly with distance from the emitting source. High concentrations occur in winter when there is high vehicle density, temperature inversions that hold emissions near the ground where they can not disperse, and where vehicles are slow and idling for long periods of time. CO concentrations have been dropping throughout the state since 1993 when stricter CO emissions controls were introduced with that model year's vehicles. This

reduction is projected to continue into the foreseeable future. Background concentrations in the coastal area of Ventura County are currently very low.

The proposed project would not cause or contribute to new localized CO violations for several reasons. First, the project does not include the development of new land uses and would not change the mix of vehicles. Second, the volume of traffic on Rice/Santa Clara Avenue and U.S. 101 would be the same with or without the project. Additionally, the proposed interchange improvements would reduce vehicle delay and idling and improve the levels of service at study intersections compared to what would occur without the proposed project. Vehicle idling is the major contributor to carbon monoxide emissions. As a consequence, the proposed project would not result in CO exceedances or create any adverse CO impacts on sensitive receptors.

Since PM₁₀ concentrations in Ventura County are well below the federal threshold (Ventura County is an attainment area for the national PM₁₀ standard) and because the proposed project would not cause an increase in traffic, operation of the proposed project would not cause or contribute to new localized PM₁₀ violations.

The proposed project is identified in the federally approved (October 6, 2000) 2000/01 – 2005/06 Regional Transportation Improvement Program (RTIP). The RTIP is in accordance with all applicable State Implementation Plans for the region and is consistent with the 1998 Regional Transportation Plan, which was adopted by the Southern California Association of Governments on April 16, 1998 and approved by FHWA on June 9, 1998. The proposed project is also consistent with the Ventura County Air Quality Management Plan (revised in 1997 and approved by the federal Environmental Protection Agency on April 21, 1998).

Mitigation

To minimize potential construction air quality impacts, the project shall conform to Caltrans construction requirements, as specified in the Caltrans Standard Specifications. Section 7-1.01F (Air Pollution Control) of the Specifications states: “The Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Section 11017 of the Government Code.”

To reduce potential fugitive dust emissions (PM₁₀), all construction contractors shall comply with Ventura County Air Pollution Control District (VCAPCD) regulations, including Rule 51 (nuisance). The following actions are recommended by VCAPCD for controlling fugitive dust emissions from grading and excavation:

- Water the area to be graded or excavated before beginning grading or excavating. Use reclaimed water if available. To the extent practicable, water should penetrate sufficiently to maximize the reduction of fugitive dust during grading.
- Cover truck loads of dirt leaving the site as required by California Vehicle Code Section 23114.

- Treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved onsite roadways to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or soil compaction, as appropriate. Water as often as necessary.
- Apply soil stabilization methods, such as watering, roll compaction, and use of environmentally safe dust control materials, to portions of the site that are inactive for over 4 days.
- Post signs on the construction site limiting vehicle speeds to 15 miles per hour.
- Sweep adjacent streets at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets.
- Cease grading during high winds.

To reduce reactive organic compounds and nitrogen oxide emissions, the following measures shall be implemented.

- Minimize equipment idling time.
- Maintain equipment engines in good condition and in proper tune, as per manufacturers' specifications.
- Phase construction activities to the extent feasible to minimize the amount of equipment operating at any one time, particularly during the smog season between May and October.
- Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electricity, if feasible.

6.9 Noise Effects (Questions 19 and 20)

Land uses, including noise-sensitive residential areas, in the vicinity of the new or realigned U.S. 101 ramps and the realigned Ventura Boulevard could experience increased traffic noise due to the proposed project improvements. A mobile home park, Valley Trailer Villa, is located in the northwest quadrant of the interchange. Two mobile home parks are located in the northeast quadrant in addition to a single-family residential area, which is located north of the commercial uses that front on Ventura Boulevard. A business park and agricultural uses are located in the southwest and southeast quadrants of the interchange, respectively.

To determine the magnitude and extent of potential noise increases, a noise study was conducted by Harris Miller Miller & Hanson Inc. Using noise measurements and a computer noise model, existing, future No Build, and future Build "loudest-hour" noise levels at representative noise-sensitive receptors were determined. The results are presented in Table 9 below. The locations

of the modeled receiver sites are shown in Figure 7. According to Caltrans' *Traffic Noise Analysis Protocol*, a traffic noise impact occurs when predicted noise levels with the project approach within 1 dBA, or exceed the Noise Abatement Criteria (NAC) shown in Table 10.

Table 9: Existing and Future Predicted Noise Levels

Receiver Site ¹	Approx. No. of Receivers Represented	Peak Noise Hour Leq (dBA)				
		Existing	Future No Build	Future Build	Future Build with Noise Barrier	Noise Reduction
B1b	2	74	74	74	68	6
B2b	2	74	74	76	68	8
B3b	6	74	74	71	68	3
B4b	5	72	72	69	68	1
B5b	6	71	71	73	68	5
B6b	28	68	68	69	66	3
B7b	23	66	66	68	65	3
F1b	4	65	66	67	65	2
F2b	2	64	64	67	63	4
G1b	3	66	66	68	62	6
G2b	2	69	70	72	68	4
G3b	10	65	65	67	63	4
H1b	5	67	67	68	62	6
H2b	8	64	64	65	61	4
H3b	7	67	67	68	62	6
K1b	1	75	75	77	66	11
K2b	1	76	76	77	67	10
K3b	3	72	72	75	68	7
K4b	3	72	72	73	65	8
K5b	9	70	70	72	66	6
K6b	12	68	69	70	67	3
M1b	1	74	74	75	66	9
N1b	1	74	74	75	66	9
N2b	8	67	67	70	63	7
O1b	2	74	74	74	68	6
O2b	2	72	72	73	68	5
O3b	2	73	73	74	66	8
O4b	4	73	73	74	66	8
O5b	11	68	68	71	65	6
O6b	6	67	67	69	64	5
O7b	8	67	67	69	64	5
O8b	4	66	66	69	63	6
P1b	7	76	76	76	67	9
P2b	11	68	68	70	65	5

Notes:

1 See Figure 7 for the locations of the modeled receiver sites.

Source: HMMH, Inc., 2000.

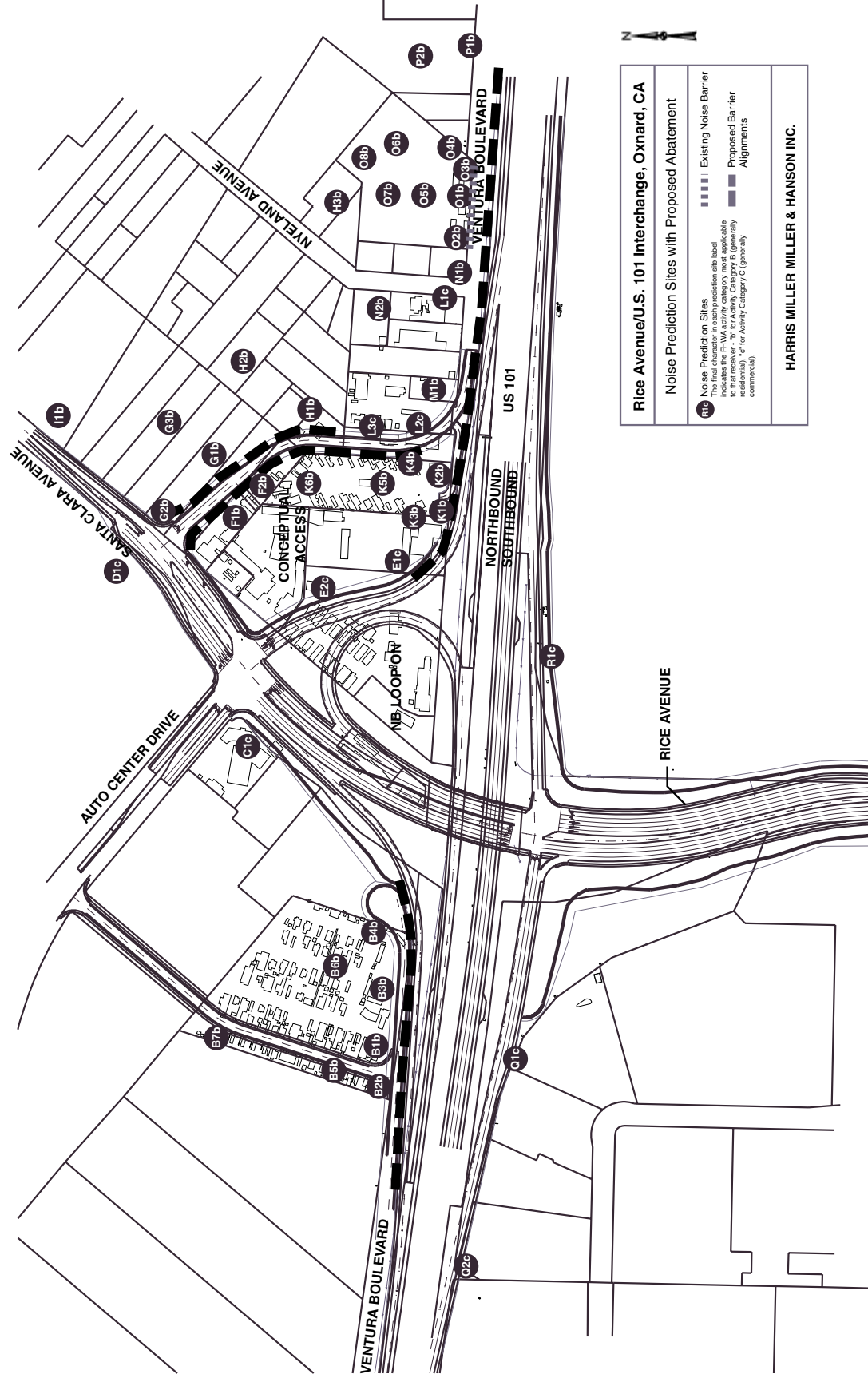


Table 10: FHWA/Caltrans Activity Categories and Noise Abatement Criteria (NAC)

Activity Category	NAC, Hourly A-Weighted Noise Level, dBA Leq(h)	Description of Activities
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B.
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Caltrans Traffic Noise Analysis Protocol, 1998.

The results of the study indicate that:

- Existing loudest-hour average noise levels in the study area range from the low 60s to the high 70s dBA.
- Under future conditions with the proposed project, loudest-hour average noise levels at residential receivers in the study area would be between about 3 decibels lower than and 4 decibels higher than those that are currently experienced. Predicted noise level decreases are limited to a few residential units within the Valley Trailer Villa mobile home park, located in the northwest quadrant of the interchange and north of Ventura Boulevard. For commercial receivers, a wider variance in noise level changes are expected under future post-project conditions relative to existing conditions. At none of the study area receivers, would the projected noise level increases satisfy Caltrans definition of substantial (i.e., 12 decibels or more).
- The majority of residential receivers would be exposed to loudest-hour average noise levels that approach within 1 decibel or exceed the applicable Caltrans NAC identified in Table 10. While this conclusion applies to all analysis scenarios, the number of residential receivers exposed to such levels is expected to increase by about 10 percent under the Future Build scenario relative to both the Existing and Future No Build scenarios. The area where an increase in the number of receivers exposed to noise levels that approach or exceed the NAC would occur is located in the vicinity of the proposed realignment of Ventura Boulevard. Many of the receivers in this area are currently far enough north of U.S. 101 to experience typical peak hour average noise levels at least slightly below the applicable NAC. Most of the modeled commercial receivers in the study area were also found to be exposed to levels exceeding the NAC applicable to those uses.

In addition to operational noise impacts, construction activities associated with the Preferred Alternative have the potential to cause short-term noise and vibration impacts at nearby residences and vibration-sensitive facilities. The major potential sources of impact would be (1) pile driving operations, if required, and (2) potential night and weekend construction.

Mitigation

Under Federal Highway Administration (FHWA) regulations, noise abatement measures are to be considered if projected noise levels approach or exceed the NAC for activities occurring on adjacent lands, or if the project will cause a substantial increase in noise levels. Additionally, according to Caltrans' *Traffic Noise Analysis Protocol*, proposed noise abatement measures must be feasible (i.e., a minimum 5-dBA reduction must be achieved at the affected receivers) and reasonable. The overall reasonableness of noise abatement is determined by considering a multitude of factors including the cost of abatement, absolute noise levels, change in noise levels, noise abatement benefits, and the date of development along the highway. Noise abatement measures could include traffic management measures, such as reductions in vehicle speeds, and/or the construction of noise barriers. Since reduced speeds typically are not an effective noise abatement, the noise study investigated the effectiveness of constructing noise barriers to reduce noise levels at affected receivers. The results of the noise study indicate that noise barriers would be effective in areas northwest and northeast of the interchange. Accordingly, the barriers described below and in Table 11 are proposed to mitigate the proposed project's traffic noise impacts. The locations of these barriers are shown in Figure 7. All of the recommended barriers are reasonable and feasible and satisfy the Preliminary Noise Abatement Decision guidelines in Caltrans' *Traffic Noise Analysis Protocol*.⁴

- *Northwest Quadrant Barrier:* This barrier would benefit receivers in the Valley Trailer mobile home park. It would be located on top of the retaining wall proposed between Ventura Boulevard and the realigned northbound on-ramp from southbound Santa Clara Avenue. This barrier would have a maximum height of 4.2 meters (14 feet) and would extend from the proposed cul-de-sac of Ventura Boulevard on the east to a point approximately 250 meters (820 feet) to the west.
- *Northeast Quadrant Barrier:* This barrier would benefit numerous receivers in the northeast quadrant of the study area. The barrier would extend from approximately Orange Drive on the east to a point approximately 560 meters (1,840 feet) to the west. The barrier would be located on the north side of the U.S. 101 mainline and the realigned off-ramp to Auto Center Drive and would have a maximum height of 4.2 meters (14 feet).
- *Ventura Boulevard Barriers:* Three barriers, two on the west side and one on the east side of the realigned Ventura Boulevard are proposed to reduce potential noise increases at sensitive receptors near the new roadway. The first barrier on the west side of realigned Ventura Boulevard would extend south from approximately Auto Center Drive and would follow the west edge of the realigned Ventura Boulevard for a distance of approximately 70 meters (230 feet). A small gap between this barrier and a second barrier would be provided to allow access from Ventura Boulevard to a parcel to the west. The second barrier would continue along the west edge of Ventura Boulevard for a distance of approximately 180 meters (590 feet). The barrier on the east side of Ventura Boulevard would extend south from Auto

⁴ For a more detailed discussion of the reasonableness and feasibility of the proposed noise barriers, please see the *Traffic Noise Study*.

Center Drive for a distance of approximately 160 meters (525 feet). The recommended maximum heights for the barriers would vary from 2.4 meters (8 feet) to 3.0 meters (10 feet) depending on whether “absorptive” or “standard” barrier materials are used, respectively.

The barrier in the northwest quadrant (Barrier B) would provide noise reductions of about 1 to 8 dBA. For the barriers recommended east of the interchange (Barriers EP, F, K, and GH), noise reductions would range from 3 to 11 dBA at the modeled receivers.

Table 11: Preliminary Noise Barrier Recommendations

Barrier¹	Approximate Location	Type²	Total Length	Height³	Loudest-Hour Noise Levels with Barrier dBA	Noise Reduction dBA	No. of Benefited Receivers⁴
B	NB On-ramp	S	250 m (820 ft)	4.2 m (14 ft)	65-68	1-8	10
EP	NB Off-ramp	S	560 m (1,840 ft.)	4.2 m (14 ft.)	61-68	3-11	99
F	See Figure	S	70 m (230 ft.)	2.4-3 m (8-10 ft.)			
K			180 m (590 ft.)	2.4-3 m (8-10 ft.)			
GH			160 m (520 ft.)	4.2 m (14 ft.)			
F	See Figure	A	70 m (230 ft.)	2.4 m (8 ft.)			
K			180 m (590 ft.)	2.4 m (8 ft.)			
GH			160 m (520 ft.)	2.4 m (8 ft.)			

Notes:

¹ Barriers F, K, and GH are listed twice to represent the two different types of barrier materials (i.e., standard or absorptive) that could be used for these barriers.

² S = Standard Barrier Materials; A = Absorptive Barrier Materials; Use of absorptive barrier materials would reduce reflected noise that occurs when there is a situation where there are parallel barriers constructed using standard materials such as along Ventura Boulevard. For barriers F, G, and GH, taller barriers would be required if standard construction materials are used.

³ The heights shown are for the central portion of the noise barrier. Heights at either end of the barriers would be tapered downward. Please see the Traffic Noise Study for additional details.

⁴ A “benefited” residence is one that receives a least 5 dB of noise reduction from noise abatement. .

Source: HMMH Inc., 2001.

To minimize potential construction noise impacts, existing noise abatement regulations for construction equipment shall be enforced. Caltrans Standard Specifications (Sections 7 and 42) and Standard Special Provisions, which provide limits on construction noise levels, shall be used for the proposed project as appropriate. Normally, construction noise levels should not exceed 86 dBA (L_{max}) at a distance of 15 meters (50 feet).

Additionally, Caltrans and the City shall identify, prior to approval of the final design, those locations where proposed permanent noise barriers could be constructed early in the construction process. By constructing these permanent barriers early in the process, nearby noise-sensitive receptors could be shielded from noise generated by subsequent project-related construction activities. Temporary noise barriers shall also be investigated and installed, as necessary, prior to construction. For example, excess dirt, however it exists now on the project site, could be used as berms to block the noise of heavy construction equipment.

Consistent with Article V of Chapter 19 of the Oxnard City Code, any construction activities occurring outside of the hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday, or at any time on Sunday, shall comply with City of Oxnard noise level standards.

6.10 Light, Glare, and Shadows (Question 21)

The introduction of a two-lane roadway would have a potentially adverse visual effect on the areas surrounding the realigned Ventura Boulevard due to the introduction of new sources of light and glare. However, given that there are numerous sources of existing artificial light in immediate area due to the presence of commercial and residential uses and vehicular traffic on local roads and the U.S. 101 freeway, the increase in lighting would not be substantial.

Additionally, it should be noted that new noise barriers (soundwalls) are recommended (see Section 6.9 above) along the proposed realigned Ventura Boulevard, which would shield residences from light and glare from motor vehicles traveling on the roadway.

6.11 Effects on the Diversity or Number of Plant Species (Question 22)

The proposed project would not result in the loss or effect the diversity of any state or federally listed sensitive plant species. The approximately 273 trees that could be removed due to the proposed project consist primarily of Eucalyptus and nonnative tree species.

Mitigation

Although no impacts to rare or endangered plant species are anticipated, removal of all trees including non-native species is regulated by the City of Oxnard. Therefore, removal of existing trees shall be provided as outlined in Section 4 of the *City of Oxnard Parks and Recreation Department Landscape Standards* (1998). According to the City's landscape standards, before construction begins, the trees that would be displaced by the proposed project shall be identified. A certified arborist's report and evaluation of these trees would then be required. No trees may

be removed without the authorization of either the Parks and Recreation Department or the City Council.

If written approval for the removal of the trees is granted, an economic evaluation of the trees' value would be made, based on the arborist's report. The City of Oxnard requires that trees subject to removal must be replaced. In accordance with City policy, the economic value of the displaced trees would be the basis for determining the number of additional trees and/or increased tree sizes for the project. The minimum box size for the replacement trees would be 24 inches and the replacement ratio would be 3:1 in accordance with City of Oxnard standards. All removed trees would be replaced with trees of the same species, or a comparable native species approved by the City and Caltrans. Drought resistant species shall be used whenever possible. It is expected that the tree sizes, species, and replacement ratios would be consistent with those used for the Rose Avenue/U.S. 101 Interchange project, which were developed in accordance with City of Oxnard, Caltrans, and CEQA standards. Any additional landscaping that would be removed by the proposed project must also be approved by the Parks and Recreation Department, and suitable replacement landscaping (also subject to approval by the Parks and Recreation Department) would be provided. The arborist's report will also identify and discuss existing trees to be retained. The discussion shall include mitigation for any proposed grade changes, required root pruning, required crown reduction, etc., that may be necessary to accommodate construction activities. The City will also investigate relocating existing trees where economically feasible.

Application of the City of Oxnard landscape replacement requirements would also serve to mitigate potential biological impacts resulting from the removal of a native tree species, as long as the required 24-inch box tree replacement was of the same species as the removed tree.

6.12 Introduction of New Plant Species (Question 24)

On February 3, 1999, President Clinton signed Executive Order 13112 and Caltrans issued a memorandum dated October 29, 1998, which promotes prevention and control of the introduction and spread of invasive species. Nonnative flora and fauna can cause substantial changes to ecosystems, upset the ecological balance, and cause economic harm to our nation's agricultural and recreational sectors.

Under the Executive Order, Federal agencies cannot authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species in the United States or elsewhere unless all reasonable measures to minimize risk of harm have been analyzed and considered. Complying with the Executive Order means that Federal-aid and federal highway program funds cannot be used for construction, revegetation, or landscaping activities that purposely include the use of known invasive plant species.

While the vast majority of trees subject to removal as a result of the proposed project are non-native, they are not listed as invasive species on either the Federal or State list. Therefore, replanting of these trees as visual mitigation would not result in an adverse invasive species effect. In addition, the proposed intersection improvements would not result in new access to previously inaccessible areas, and would therefore not increase the risk of inadvertently

spreading invasive species to new areas. The proposed project would also not result in a substantial change to the type of access available in the project area, and would therefore not result in an increased risk of invasive species introduction due to new types of transportation. However, Best Management Practices should be employed to ensure that no unforeseen invasive species impacts occur due to construction activities or revegetation.

Mitigation

Invasive species are not anticipated to be introduced as a result of the proposed project. However, the following Best Management Practices shall be implemented in order to ensure that no invasive species are inadvertently introduced during construction activities or revegetation:

- All equipment cleaning shall be conducted away from areas containing native plant assemblages.
- All equipment shall be cleaned prior to entering the work area from a distant locale.
- All post-construction landscaping shall use species that, if not native, are not invasive.
- A post-construction inspection by a landscape architect and District Biologist shall be conducted to determine if the introduction of invasive species has been prevented. If not, eradication methods shall be included in any post-construction mitigation plan.

6.13 Effects on Agricultural Land (Question 25)

Two agricultural properties would be affected by the Preferred Alternative. Impacts to the parcel in the northwest quadrant of the interchange north of Auto Center Drive would be limited to acquisition of a narrow strip of land along Santa Clara Avenue on which no crops are grown. The area to be acquired is approximately 5 to 10 meters (17 to 33 feet) wide by 160 meters (525 feet) long or approximately 0.16 hectares (0.4 acres) in size. This acquisition represents a very small percentage (less than 1 percent) of the 26-hectare (65-acre) area occupied by the agricultural property northwest of the interchange

The parcel in the southeast quadrant of the interchange, which is listed by the State of California both as prime farmland and as farmland of statewide importance, would experience greater impacts. The proposed project would require the acquisition of a strip of land from the west side of the property approximately 20 meters (65 feet) wide and 300 meters (895 feet) long and the acquisition of a strip of land from the north side of the property approximately 5 to 25 meters (17 to 82 feet) wide and 560 meters (1,840 feet) long. These acquisitions would total approximately 1.4 hectares (3.6 acres) in area and would result in the displacement of some crop-producing land. However, the 1.4 hectares (3.6 acres) represents less than 2 percent of the approximately 81-hectares (200-acre) agricultural property. Consequently, the proposed acquisitions would not substantially reduce the total lot area. The 3.6 acres also represents less than 0.0003 percent of the total farmable land in the county. In addition, although this property is currently used for agriculture, it is officially designated as an urban land use area in the Ventura County General Plan and a commercial/industrial land use area in the City of Oxnard General Plan. Therefore,

this property is not subject to the Save Open-Space and Agricultural Resources (SOAR) initiative passed in November 1998, and the acquisition would not affect land designated as permanent agricultural lands.

6.14 Introduction of New Animal Species and Effects on Migration (Question 29)

For a discussion of effects related to Executive Order 13112, Invasive Species, please see Section 6.12: Introduction of New Plant Species.

While no sensitive species have been identified in the area, trees within the project area may provide nesting sites for migratory birds. The Migratory Bird Treaty Act (16 U.S.C. § 703 *et seq.*) protects the nests of all native birds. The removal by the project of one or more active nests of birds protected by the Migratory Bird Treaty Act (MBTA) would be a violation of the MBTA, and thus a significant impact under CEQA. Removal of abandoned nests, however, would not violate the MBTA.

Mitigation

Any mature trees scheduled for removal shall be removed during the period of September 1 to February 28 to minimize the potential for disrupting nesting birds and various other species potentially inhabiting the area. The City of Oxnard shall retain the services of a qualified ornithologist to conduct a survey of the construction zone, if any construction activities (grubbing, grading, tree-trimming, or removal) are to occur during the breeding season for birds covered by the MBTA (approximately February 1 through July 31). The ornithological survey shall occur not more than 2 days prior to the initiation of those construction activities. If the ornithologist detects any occupied nests of native birds within the construction zone, he/she shall conspicuously flag off the area(s) supporting the bird nests, providing a minimum buffer of 100 feet between the nest and limits of construction. The construction crew shall be instructed to avoid any activities in this zone until the bird nest(s) is/are no longer occupied, per a subsequent survey by the qualified ornithologist. If construction in zones of one or more active bird nests cannot be avoided, the City shall consult as appropriate with the U.S. Fish and Wildlife Service to discuss the potential loss of nests of birds covered by the MBTA, and to obtain, if necessary per the U.S. Fish and Wildlife Service, a permit authorizing activities that may otherwise result in MBTA violations.

Implementation of the measures above would mitigate impacts to migratory birds.

6.15 Effects on Community Plans, Policies, and Goals (Question 31)

In the northeast quadrant of the project area, the proposed project would result in the full acquisition of two single-family residences, encompassing approximately 46,392 square-feet of land, or slightly over 1 acre. The proposed project would also result in 10 partial residential acquisitions in the same quadrant, largely along Santa Clara Avenue. In addition, full acquisition of one mobile home park would be required, resulting in the displacement of approximately 18 mobile home units. While acquisition of the residential areas and resulting changes in land use

would conflict with the land use designations shown on the City of Oxnard's 2020 General Plan Land Use Map, the proposed interchange improvements are consistent with the Circulation Element of the City's General Plan, which shows an interchange at this location. Additionally, the area affected is relatively small, and the proposed improvements would not substantially change the residential character of the area as a whole.

The proposed project would also require the full acquisition of 11 businesses located on a total of 7 properties along East Ventura Boulevard, east of Santa Clara Avenue. This area is designated by the General Plan for commercial uses, and is also listed as an Infill/Modification Area meant to encourage business growth. Therefore, the displacement of businesses in this area may conflict with land use policies and designations. The proposed improvements may also, however, be seen as aiding in the commercial development of the area by providing improved access, and in this case would not conflict with the General Plan.

A total of 15 commercial properties would be subject to partial acquisitions for additional right-of-way to accommodate the Rice Avenue/U.S. 101 Interchange improvements. None of these acquisitions would substantially affect the land use patterns and designations in the area.

Additional information regarding property acquisitions associated with the proposed project is provided in the Draft Relocation Impact Report (DRIR) dated January 2001.

The proposed project is intended to meet the existing and/or projected traffic demand based upon the local land use plans.

6.16 Effects on Population Distribution, Housing, and Residential Displacement (Questions 33 and 37)

Residential Property Acquisition and Displacements

The effects of the proposed project related to residential property acquisitions and displacements are detailed in the Draft Relocation Impact Report (DRIR) dated January 2001.

As described in the DRIR, construction of the proposed interchange improvements would result in the displacement of two single-family residences and 18 mobile homes. At an average of 3.44 persons per household in the City of Oxnard, this would result in the displacement of approximately 69 persons. Due to the relatively small number of people displaced, however, the proposed project would not result in a substantial change in the distribution of the population in the City of Oxnard or Ventura County.

Two single-family residences would be fully displaced by the Preferred Alternative, one at 3222 Santa Clara Avenue and the other at 3259 Nyeland Avenue. While adverse, these property acquisitions represent a negligible portion of the City of Oxnard's total single-family housing stock.

The proposed project would also require partial acquisitions of several other single-family and multi-family residences; however, the acquisitions would be limited to non-critical areas such as parking and landscaping, and no structures would be affected.

The proposed project would require the acquisition of the Owl Mobile Home Park (2535 Ventura Boulevard) and the subsequent displacement of all 18 mobile homes currently located in the park. The displacement of these housing units would represent an adverse effect of the proposed project, both because of the age of the structures and the limited relocation resources available in the City of Oxnard. The great majority of the mobile homes that would be displaced appear to be over 30 years old and may not be able to be moved without irreparable damage. As noted in the DRIR, there are 22 mobile home parks in the City of Oxnard, but only two of them have rents comparable to Owl Mobile Home Park. Given the consistently low vacancy rates and the high average rents at the other parks, finding vacant, affordable spaces to which the displaced units could be relocated may be difficult.

Given the demographic characteristics of the project study area (see Section 4.3.1 above), it is reasonable to assume that most residents displaced by the project would be low-income and minority persons. The effects of property acquisitions and displacements on these population groups are outlined below in Section 6.18: Minority and Special Group Effects.

Growth Inducement

The purpose of the Rice Avenue/U.S. 101 Interchange project is to alleviate congestion and increase safety. As such, the proposed project would contribute to greater mobility of people and goods, thereby stimulating economic conditions and potentially expanding development opportunities within the City of Oxnard, and particularly in the project study area.

In the project area, commercial and industrial development may be facilitated as a result of improvements to the Rice Avenue/U.S. 101 Interchange. This particularly applies to the business park located southwest of the interchange. Although much of the business park is currently vacant, the City of Oxnard *2020 General Plan* calls for not only filling existing vacancies, but expanding the park east of Rice Avenue to an area that is currently used for agriculture. This agricultural area is also located in a Specific Plan area. One of the objectives of the Specific Plan is to encourage development of commercial and light industrial uses in the area. The proposed interchange improvements would aid in these goals by providing better access and safety, especially for truck traffic associated with light industrial land uses.

Mitigation

To mitigate impacts to displaced residents and businesses, properties shall be acquired and relocation assistance provided in accordance with the *Uniform Relocation Assistance and Property Acquisition Act of 1970 as amended* (42 USC Secs. 4601-4655) (Uniform Act) and the *California Relocation Act* (Cal. Gov't. Code Section 7260 *et. seq.*). The following sections summarize pertinent aspects of the property acquisition and relocation process. Additional information is provided in the DRIR.

Relocation Advisory Assistance

The City of Oxnard will provide relocation advisory assistance to eligible persons displaced as a result of the acquisition of real property for public use, in accordance with Caltrans policies and the Uniform Act. The City of Oxnard will assist displaced persons in obtaining replacement housing by providing current and continuing information on the availability and prices of rental units for both multi-family and mobile home that are comparable and “decent, safe, and sanitary” replacement dwellings. Eligible displaced persons will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VI of the *Civil Rights Act of 1964*. Replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. This assistance will also include referrals to appropriate services provided by public and private agencies in the area. The City will also seek to minimize the effects of relocation by including a clause in affordable housing agreements that would give a preference to prospective residents who have been displaced by public actions such as the proposed project.

Relocation Payments

The City of Oxnard will help eligible displaced persons by paying certain costs and expenses, in accordance with the Uniform Act. These costs are limited to those necessary for, or incidental to, purchasing or renting the replacement dwelling and actual moving expenses to a new location within 80 kilometers (50 miles) of the displaced persons’ property. Any additional moving costs incurred by moving in excess of 80 kilometers (50 miles) from the displaced persons’ current unit will be the responsibility of the displaced persons. Displaced occupants may also qualify to receive a rental differential payment. This payment is made when it is determined that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling would be more than the present rent of the acquired dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase.

Eligible displaced persons will be assigned to a relocation advisor, who will work closely with each displaced household in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displaced persons jeopardizing or forfeiting any of their benefits or payments.

Mobile Home Relocations

The City of Oxnard Municipal Code provides special considerations and requirements for the closure of mobile home parks. However, pursuant to Section 17.1-63, public agencies that are required to comply with the relocation requirements of California Government Code Section 7260, due to the displacement of a person or persons from a mobile home, are exempt from the City code requirements. The City of Oxnard will be required to comply with California Government Code Section 7260 in addition to the Uniform Act.

6.17 Effects on Community and Neighborhood Character (Questions 34 and 36)

The proposed project would result in the full acquisition of the Owl Mobile Home Park, including all 18 mobile homes in the park. Certain characteristics of this mobile home park, including its longevity, physical and spatial attributes, and demographic profile, are indicative of an established cohesive community. The mobile homes in this park appear to be over 30 years old, which may suggest that some aspects of cohesiveness and neighborhood character have developed over time among long-term residents. In addition, this mobile home park is relatively small and is surrounded by commercial properties or roadways, thereby contributing to a sense of community through spatial proximity. Finally, the demographic data for the area in which the park is located (see Section 4.3.1 above) show substantial proportions of minority and low-income persons. It can reasonably be assumed that residents of the mobile home park fall within one or both of these groups. (Additional information regarding the effects of the proposed project on minority and low-income segments of the community is provided below in Section 6.18: Minority and Special Group Effects.) To the extent that demographic and physical characteristics have enabled a shared sense of stability to develop, some degree of community cohesion likely exists in this mobile home park.

The full acquisition of the Owl Mobile Home Park would adversely affect an established community by permanently displacing all of the residents from the park. Although eligible residents would be entitled to relocation assistance, it is very unlikely that the community could be relocated intact. As noted in the DRIR, the availability of mobile homes in the City of Oxnard is constrained by an extremely low vacancy rate and rents that exceed those in the Owl Mobile Home Park. Thus, a more likely relocation scenario is one that would result in residents being dispersed throughout the City. For those residents who have come to rely on neighbors or have otherwise formed relationships in the park, the dissolution of their present residential community would be an adverse effect of the proposed project. Relocation assistance programs would generally not account for this intangible loss of community cohesion. Over the long term, however, it can be expected that these kinds of effects would be minimized as residents establish connections to their new communities. The adverse effects would also be reduced to some extent as displaced residents compensate for the loss of the residential community through their participation in other community-like settings such as religious institutions, schools, and social and recreational groups.

The proposed project would displace 11 businesses in the area (see Section 6.19 below). Insofar as several of these businesses, including three restaurants and a market, may primarily serve the residents in the immediate vicinity and may contribute to the economic vitality of the area, their loss could affect the community. It is not expected that this effect would be adverse over the long term, since none of the displaced businesses is known to be so uniquely critical to the community that other similar establishments in the area could not be adequate substitutes. In addition, the number of employees that would be displaced (i.e., approximately 42 persons) does not constitute a significant portion of the employment available in the City of Oxnard. It is also improbable that the displaced businesses are the principal source of employment for nearby residents. As is typical of most communities in Southern California, employment centers are dispersed throughout the region and do not always coincide with residential centers.

The effects of residential displacements to the much larger single-family residential area to the east and north of the interchange, which is known as Nyeland Acres, would be limited to two single-family residences. Because this represents only a negligible loss in terms of numbers of residences in that area, it is not anticipated that an adverse effect on community cohesion would result.

The residents who are not displaced and remain in the area would be affected by construction-related impacts (e.g., dust, odors, noise, traffic delays) as well as changes to neighborhood access once the interchange improvements are completed. There are currently no major through-roads in the neighborhood, and the proposed realignment of Ventura Boulevard would expose residents of both single-family residences and mobile homes in the immediate area to multiple, new traffic-related impacts (noise, air pollution, etc.). The proposed project would not, however, divide the single-family residential neighborhood to the northeast. It would further isolate the residents of the Country Squire Mobile Home Park from the surrounding single-family neighborhood, but because the park is already isolated by a fence and given the fact that its only entrance is located on Ventura Boulevard away from other neighborhood access routes, this impact would not be substantial. Noise barriers will be constructed to mitigate the adverse noise effects the proposed realignment of Ventura Boulevard would have on the surrounding residential community (see Section 6.9 above).

6.18 Minority and Special Group Effects (Question 35)

The proposed project would adversely affect minority and low-income persons who reside in the project area. The two census tracts that encompass the project area have a predominantly minority population, ranging from 74 percent to 99 percent, and the great majority of the minority population in this area is comprised of persons of Hispanic origin. According to 1990 U.S. Census data, these minority concentrations are significantly higher than those in either the City of Oxnard or Ventura County. Minority groups accounted for 68 percent of the population in the City of Oxnard and only 34 percent in Ventura County in 1990. Additionally, between 17 percent and 20 percent of the population in the project area had household incomes below the U.S. Census poverty threshold in 1990, whereas 13 percent of the population of the City of Oxnard and only 7 percent of the population of Ventura County had household incomes below the poverty threshold in 1990.

Potential adverse effects to the population in the project area, including minority and low-income population groups, would primarily involve residential and business displacements, temporary construction-related impacts (e.g., dust, odor, noise, traffic delays), and traffic noise impacts once the interchange improvements are completed. The effects of residential and business displacements are described more fully in Sections 6.16 and 6.19. Temporary construction-related effects are generally examined in Section 6.28, with more specific analyses provided in the appropriate sections of Chapter 6 (i.e., Section 6.8: Air Quality Effects, Section 6.9: Noise Effects, Section 6.10: Light, Glare, and Shadows, Section 6.23: Effects on Traffic and Transportation). The long-term effects to the project area population from noise are described above in Section 6.9. For each of the aforementioned adverse effects that have been identified, mitigation has been proposed to substantially reduce or eliminate those effects.

6.18.1 Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, signed on February 11, 1994, directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse human health or environmental effects of federal projects and programs on minority and low-income populations to the greatest extent practicable and permitted by law. The term “minority” includes persons who identify themselves as Black, Asian/Pacific Islander, Native American, or of Hispanic origin. The term “low-income” includes persons whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. A different threshold (e.g., U.S. Census Bureau poverty threshold) may be utilized as long as it is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines. For purposes of this analysis, the U.S. Census Bureau poverty thresholds for 1990 have been used because current income data for this area that could be compared to the current HHS poverty guidelines were not available. Thus, pending the release of additional data from the 2000 U.S. Census, median household income data from the 1990 U.S. Census have been used in conjunction with the 1990 poverty thresholds.

The discussion of environmental justice that follows has been prepared in accordance with the applicable guidance for addressing environmental justice, including: DOT Order 5610.2 (April 15, 1997), FHWA Order 6640.23 (December 2, 1998), and FHWA Western Resource Center Interim Guidance (March 2, 1999). Consistent with this guidance, the environmental justice analysis for the proposed project describes: (1) the existing population and the presence of minority and low-income population groups; (2) potential adverse effects on the project area population, including minority and low-income population groups; (3) disproportionately high and adverse effects on minority and low-income population groups; and (4) community outreach and public involvement efforts.

Existing Population

As noted above, the population of the two census tracts in the project area is characterized by substantial proportions of both minority and low-income persons (i.e., 74 to 99 percent minority and 17 to 20 percent low-income). The proportions of these groups in the project area are much greater than in either the City of Oxnard or Ventura County (i.e., 34 to 68 percent minority and 7 to 13 percent low-income). Additional information about the demographic characteristics of the project area is provided above in Section 4.3.1 and in the Draft Socioeconomics and Land Use Report (January 2001).

Adverse Effects to Overall Population

It has been documented that the proposed project has adverse effects on all segments of the population, including minority and low-income population groups. These effects would include residential and business displacements, temporary construction-related impacts (e.g., dust, odor, noise, traffic delays), and traffic noise impacts once the interchange improvements are completed. The effects of residential and business displacements are described more fully in

Sections 6.16 and 6.19. Temporary construction-related effects are generally examined in Section 6.28, with more specific analyses provided in the appropriate sections of Chapter 6 (i.e., Section 6.8: Air Quality Effects, Section 6.9: Noise Effects, Section 6.10: Light, Glare, and Shadows, Section 6.23: Effects on Traffic and Transportation). The long-term effects to the project area population from noise are described above in Section 6.9. Mitigation has been proposed to eliminate or reduce the effects of the proposed project to a less than adverse level.

Project planning and development efforts have also been undertaken to avoid or minimize the potential adverse effects of the proposed interchange improvements on the community. The Preferred Alternative would result in fewer potential impacts, including right-of-way impacts, than previous alternatives that have been developed over the life of the project since the first proposals over 15 years ago (see Section 3.2 for a discussion of previous alternatives withdrawn from consideration).

It should also be noted that the proposed project would be likely to result in some direct and indirect benefits to all project area residents, including minority and low-income populations, by improving transportation access, mobility, and safety. The entire community would be afforded a transportation facility that operates more efficiently and safely.

Disproportionately High and Adverse Effects to Minority and Low-Income Populations

Taking into consideration the mitigation measures that have been proposed, the impact avoidance and minimization efforts that have occurred during the project planning and development process, and the potential benefits that would accrue to the community, the effects of the proposed project on the population as a whole would be less than adverse. Because, however, there exist certain extenuating factors unique to the minority and low income populations in the project area, environmental justice considerations require an assessment of whether the effects of the project on those groups could be considered disproportionately high and adverse.

The determination of whether or not the effects of the proposed project are disproportionately high and adverse depends on whether (1) the effects of the project are predominately borne by a minority or low-income population, or (2) the effects of the project are appreciably more severe or greater in magnitude to minority or low-income populations compared to the effects on non-minority or non-low-income populations.

Other than transient effects to motorists passing through the interchange, most of the potential effects that have been identified would be limited to the immediate vicinity and its residents. The demographic data for the project area, confirmed by field investigations of the area, suggest that the community is largely comprised of minority and low-income residents. In this regard, it can be argued that the effects of the project are substantially borne by a minority and low-income population. Nonetheless, there is no evidence that this result has occurred intentionally, since the project involves an existing facility that has shared its location with the surrounding community for many years. The proposed improvements also bear no particular relationship to the demographic characteristics of the area except to the extent that efforts have been made to avoid or minimize effects on the community. Additionally, recent demographic information from the

2000 U.S. Census indicates that nearly any development project in the City of Oxnard will occur in an area with a substantial minority population. In the *Census 2000 Brief: The Hispanic Population* (May 2001), the City of Oxnard is identified as having the ninth highest proportion of Hispanic persons of all places in the United States with populations over 100,000. Thus, effects to a minority population are unavoidable to some degree in this particular area.

The effects that have been described elsewhere in this environmental document would, for the most part, not be appreciably more severe or greater in magnitude than the effects on the population as a whole. The construction-related disruptions associated with the proposed project are commonplace throughout an increasingly urbanized and developing region like Southern California, where all kinds of construction activities occur in multiple areas regardless of the demographic characteristics of those areas. And not unlike most transportation improvements, the primary factors in determining the purpose of and need for the project have been safety and traffic congestion considerations unrelated to any specific population groups. With respect to the residential and business displacements that would be required, the effects would clearly be disruptive to those persons and businesses involved, but would not be markedly different than the effects of displacements that occur with other public works projects. As detailed in the description of residential and business displacements in Sections 6.16 and 6.19, the special requirements of the community are known to the City of Oxnard, Caltrans, and FHWA, and will be taken into account as part of the relocation process. To this end, the City of Oxnard has sought to minimize the effects of residential displacements by including a clause in affordable housing agreements that would give a preference to prospective residents who have been displaced by public actions such as the proposed project.

Community Outreach and Public Involvement

Efforts have been and will continue to be made to ensure meaningful opportunities for public participation during the project development and review process. A public hearing will be held on the draft environmental document and proposed project. A notice of the public hearing, which will be provided in English and Spanish, will be mailed to property owners and tenants in the immediate project area, posted at various locations in the vicinity of the proposed improvements, and placed in local newspapers, including a Spanish language newspaper. The notice will also be hand delivered to onsite owner-occupants and tenants in the project area. A Spanish translator will be available at the public hearing to assist Spanish speaking persons. The City of Oxnard, Caltrans, and FHWA are committed to providing community outreach and public involvement programs that will actively and effectively engage the affected community and will include mechanisms to reduce cultural, language, and economic barriers to participation. Chapter 7 provides additional details regarding the consultation and coordination efforts associated with the proposed project.

The proposed project will also comply with applicable federal requirements promulgated in accordance with Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency* (August 11, 2000), which requires that federal programs and activities be accessible to persons with limited English language proficiency.

The proposed project has been developed in accordance with Title VI of the Civil Rights Act of 1964, which provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, the project has been developed in conformity with related statutes and regulations mandating that no person in the State of California shall, on grounds of race, color, sex, age, national origin, or disabling condition, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by or on the behalf of the California State Department of Transportation.

6.19 Business and Employment Effects (Question 38)

The proposed project could result in the full displacement of 11 non-residential income-generating properties including one motel business, three restaurants, and seven sales or rental businesses, which are identified below.

• San-C Motel	3015 Santa Clara Avenue
• Super Chivas	2535 E. Ventura Boulevard
• A&M's Roadhouse	2535 E. Ventura Boulevard
• Taco Hut	3015 Santa Clara Avenue
• Sunshine Manufactured Homes	2375 E. Ventura Boulevard
• Texaco Gas Station and Mini-mart	3015 Santa Clara Avenue
• Le Town Market	2505 E. Ventura Boulevard
• Cars 4 Causes	2535 E. Ventura Boulevard
• Spas West	2595 E. Ventura Boulevard
• Vacant Commercial Building	2641 E. Ventura Boulevard
• Octolan Auto Sales	2651 E. Ventura Boulevard

Partial acquisitions would also be required from an estimated 13 parcels containing the following non-residential uses: one restaurant, three sales or rental businesses, one office building, a retail outlet center, a parking lot, four vacant parcels designated for office or retail use, and two agricultural properties (see Section 6.12 for a discussion of impacts to agricultural properties). These partial acquisitions would generally be limited to small strips of land and to non-critical, unimproved areas. A partial acquisition of property from the Quinn CAT Rental Store at 3170 Santa Clara Avenue would be the only instance where a building would be displaced (i.e., a warehouse building at the southwest corner of the property). However, since the remaining property is relatively large enough to permit construction of a replacement warehouse, and because the warehouse is one of several structures on the property, full displacement of this business is not anticipated to be necessary.

The partial property acquisitions would also displace parking spaces at two properties. At the Quinn CAT Rental Store at 3170 Santa Clara Avenue, of the 17 current on- and off-street parking spaces, 9 on-street parking spaces and 4 off-street parking spaces would be displaced, with 4 off-street parking spaces remaining. Although the majority of existing parking spaces would be displaced, it is not expected that an adverse effect to this business would result. As noted above, the site on which the business is located is relatively spacious and would likely

allow for replacement of most or all of the displaced parking spaces. At the second affected parcel, an overflow parking lot for the ITT Institute of Technology at the corner of Solar Drive and Lockwood Street, the proposed project would displace about 20 parking spaces along the north side of the parcel. The remaining 90 spaces in the lot would be unaffected. The loss of 20 spaces in this lot is unlikely to have an adverse effect on the ITT Institute because there appears to be sufficient area in the parking lot to re-stripe replacement parking spaces. In addition, this parking lot appears to serve only as an overflow facility. The main parking areas for the ITT Institute are located adjacent to its buildings and would not be affected in any way by the proposed project.

The full acquisition of the 11 businesses above would displace an estimated 42 employees. The exact number of displaced employees has not been determined because no contact was made with the owners or managers of the affected businesses. However, the above estimate was made based on the size and type of the displaced business, using average-number-of-employees-per-square-foot estimates provided by the Institute of Transportation Engineers' *Trip Generation Handbook* (1991). This loss of employment does not constitute a significant portion of the employment available in the City of Oxnard, and is therefore not considered a significant impact under CEQA.

Additional information regarding property acquisitions associated with the proposed project is provided in the Draft Relocation Impact Report (DRIR) dated January 2001.

Mitigation

Eligible displaced businesses will be provided with relocation assistance in accordance with the Uniform Act. This program provides for aid in locating suitable replacement property and reimbursement for certain costs involved in relocation, including moving expenses. Payment "in lieu" of moving expenses is available to businesses that are expected to suffer a substantial loss of existing patronage as a result of the displacement, or if certain other requirements, such as the inability to find a suitable relocation site, are met. Relocation advisory assistance efforts will provide current lists of properties offered for sale or rent, suitable for specific relocation needs. Based on commercial property vacancies in the City of Oxnard and Ventura County, there is sufficient commercial space available to relocate all affected businesses within a reasonable area. It is important to note, however, that several of these businesses (including the motel, three restaurants, and the market) likely depend on local clientele to provide their primary income. Relocating these businesses, therefore, may result in a temporary loss of income due to relocation.

6.20 Property Values and Tax Base Effects (Question 39)

Property values are influenced by a number of factors including proximity to major streets and highways such as Santa Clara Avenue, Ventura Boulevard, and U.S. 101. Although the realignment of Ventura Boulevard could produce some changes in property values due to altered traffic patterns and the proximity of the new roadway to a residential area, the incremental effect appears likely to be minor. The proposed project would also require the acquisition of multiple properties (see questions 30, 37, and 38 above, and 44 below); however, the resulting loss of

property and sales tax revenue would not represent a significant portion of the City's total annual tax revenues.

6.21 Effects on Community Facilities (Question 40)

The only community facility in or near the project study area is the Rio Vista (Headstart) School located on the east side of Santa Clara Avenue, just north of Auto Center Drive. Under the proposed project, a small strip of land less than a meter (3 feet) wide and 60 meters (200 feet) long may be required from the school property along Santa Clara Avenue. Acquisition of the strip of land may be necessary to accommodate the improvements to Santa Clara Avenue as it transitions from six lanes at Auto Center Drive to two lanes in front of the school. Since the acquisition would only affect a very small portion of school property, the impact would be minor. Additionally, the proposed project includes the construction of new sidewalks and curbs along Santa Clara Avenue where none currently exist. The new sidewalk on the east side of Santa Clara Avenue, which would extend to the northern project limits, would improve pedestrian circulation and safety in the vicinity of the school. Construction activities could pose a hazard to Headstart school children and their parents who walk to or from school in the vicinity of the proposed improvements. Access to the school may also be diminished during the construction period.

Mitigation

To minimize construction hazards to school children walking to or from school in the vicinity of the proposed improvements, appropriate safety measures shall be employed to ensure all construction sites and staging areas are properly secured. Crossing guards shall be provided at construction sites and haul routes located near the school. The City shall also work with the affected school district to ensure access to the school is not substantially diminished and construction hazards to school children are minimized.

6.22 Effects of Public Utilities and Services (Question 41)

Relocation of some utilities may be required as a result of the proposed construction, which could result in temporary disruptions in service.

Construction activities could also adversely affect access for emergency services during construction due to temporary lane closures or detours. However, cross freeway access via Rice/Santa Clara Avenue will be maintained during the construction period. It should also be noted that the proposed project is intended to improve traffic circulation in and around the Rice Avenue/U.S. 101 Interchange, which would have a beneficial effect on emergency services.

Mitigation

A traffic management plan shall be developed and appropriate temporary signage provided to advise motorists and redirect traffic through detours to minimize potential impacts during construction.

Prior to construction, the Oxnard Police and Fire Departments shall be supplied with a construction plan and traffic management plan.

6.23 Effects on Traffic and Transportation (Questions 42 and 43)

The proposed project is intended to improve traffic flow by decreasing congestion and improving safety at the Rice Avenue/U.S. 101 Interchange. A traffic study was conducted by Kaku Associates to address changes in local circulation patterns and to identify measures necessary to ensure affected intersections would operate at an unacceptable level of service (LOS D or worse).

Table 12 provides a summary of predicted levels of service for the Rice Avenue/U.S. 101 interchange area with and without implementation of the proposed project improvements. It was estimated that under 1997 Existing Conditions only one of the four study intersections would operate at an unacceptable level of service (i.e., LOS D or worse, as per City of Oxnard standards). This was the intersection of Ventura Boulevard, the northbound U.S. 101 ramps, and Auto Center Drive. The minor approach of the intersection (i.e., westbound Ventura Boulevard) operated at LOS C and F during the AM and PM peak hours, respectively. The worst major approach of this intersection operated at LOS A and B during the AM and PM peak hours, respectively.

Conditions at this intersection and the other three studied intersections would become worse under Year 2024 No Build conditions, as would be expected given the traffic growth forecasted to occur in the study area. All four intersections were estimated to operate at an unacceptable level of service during the PM peak hour. All intersections, except for the Auto Center Drive/Santa Clara Avenue intersection, were projected to operate at an unacceptable level of service during the AM peak hour.

Implementation of the Preferred Alternative would remove the Ventura Boulevard/northbound U.S. 101 ramps/Auto Center Drive intersection, realign Ventura Boulevard to form a new intersection with Santa Clara Avenue, and improve the level of service at the three remaining study intersections. However, despite these improvements, three of the four intersections studied under Preferred Alternative Conditions would still operate at an unacceptable LOS during the PM peak hour:

- Auto Center Drive, Santa Clara Avenue, & Northbound U.S. 101 Off-ramp
- Rice Avenue & Gonzales Road
- Ventura Boulevard & Santa Clara Avenue

The fourth intersection, Rice Avenue/southbound U.S. 101 ramps, was analyzed under two lane configuration options. The second option, involving a pedestrian-actuated free-flow right-turn lane from the southbound U.S.101 off-ramp onto Rice Avenue, is recommended. The intersection would operate at an acceptable level of service during both the AM and PM peak hours under this lane configuration.

Table 12: Level of Service Summary

Intersection	Peak Hour	1997 Existing Conditions		2024 No Build Conditions		2024 Preferred Alternative		2024 Preferred Alternative Plus Mitigation	
		V/C or Delay [1]	LOS	V/C or Delay [1]	LOS	V/C or Delay [1]	LOS	V/C or Delay [1]	LOS
Ventura Bl & NB US 101 Ramps & Auto Center Dr [4]	AM	9/18	A/C	15/*	C/F	N/A		N/A	
	PM	11/360	B/F	36/*	E/F	N/A		N/A	
Auto Center Dr & Santa Clara Ave [2]	AM	0.46	A	0.92	E	N/A		N/A	
	PM	0.69	B	0.92	E	N/A		N/A	
Auto Center Dr, Santa Clara Ave, & NB 101 Off-ramp [2]	AM	N/A		N/A		0.75	C	0.66	B
	PM	N/A		N/A		0.89	D	0.77	C
Rice Ave & SB US 101 Ramps [2]	AM	0.44	A	1.45	F	0.61	B	N/A	
	PM	0.79	C	1.62	F	0.80	C	N/A	
Rice Ave & Gonzales Rd [2]	AM	0.39	A	0.92	E	0.69	B	0.51	A
	PM	0.78	C	1.32	F	0.99	E	0.78	C
Ventura Blvd & Santa Clara Ave [3]	AM	N/A		N/A		9/17	A/C	0.35	A
	PM	N/A		N/A		10/27	A/D	0.37	A
Notes: [1] Volume-to-capacity ratios were estimated for signalized intersections using the Intersection Capacity Utilization (ICU) method. Average vehicle delay (seconds) for the worst major and minor street approaches were estimated for two-way-stop controlled intersections using the 1997 HCM "Two-Way Stop" method. Displayed as "major street/minor street" delay or LOS. [2] Signalized intersection. [3] Two-way stop-controlled intersection under Preferred Alternative, and signalized intersection under Preferred Alternative Plus Mitigation. [4] Two-way stop-controlled intersection. WB Ventura is stopped. EB Ventura is forced onto freeway via yield controlled onramp. *Signifies delay value greater than 10 minutes. Source: Kaku Associates, 2000.									

In order for all studied intersections to provide acceptable levels of service under Year 2024 Preferred Alternative Conditions, the following measures are recommended at three of the study intersections.

- *Santa Clara Avenue, Auto Center Drive, & Northbound U.S. 101 Off-ramp:* Reconfiguration of the northbound U.S. 101 off-ramp approach to include two left-turn lanes plus one shared through/right lane, rather than one left-turn lane, one shared left/through lane, and one right-turn lane, would improve the PM level of service from LOS D to C.

Despite the removal of the shared left/through lane, a split phase for east/west (i.e., Northbound U.S 101 Off-ramp/Auto Center Drive) traffic would still be desirable in order to deter Auto Center Drive traffic from entering the off-ramp and in order to facilitate the

geometric design of the double left-turn movement. Removal of the split phase would have only a minor impact on the estimated levels of service, reducing the AM volume/capacity ratio from 0.63 to 0.60.

- *Rice Avenue and Gonzales Road:* Several scenarios were investigated to improve the level of service at this intersection. One scenario would involve grade separation of the intersection, as is indicated in the 2020 General Plan. This could alleviate the unacceptable level of service at this intersection.

As an alternative to full grade separation of the intersection, the addition of a third eastbound left-turn lane, a fifth southbound through lane, and a fourth northbound through lane would improve the level of service to an acceptable level; the PM volume/capacity ratio would improve from 0.99 (LOS E) to 0.78 (LOS C.)

- *Santa Clara Avenue and Ventura Boulevard:* Given the unacceptable LOS D on the minor approach of the intersection during the PM peak hour, signal warrants were calculated to assess the potential for signalizing the intersection. The analysis showed that forecasted volumes would warrant signalization of the intersection, and that signalization would provide an acceptable LOS A at the intersection. Also, analysis of the spacing between this intersection and the intersection of Santa Clara Avenue, Auto Center Drive, and the northbound U.S.101 off-ramp indicated that the proposed spacing would be sufficient and desirable.

6.24 Parking Effects (Question 44)

The proposed project would result in a loss of parking, however, most of the lost parking spaces would be associated with displaced businesses. Partial takes of property from some businesses may result in the loss of a few parking spaces that serve those businesses. The resulting impacts to the businesses would be minor.

6.25 Development Effects (Question 47)

The purpose of the Rice Avenue/U.S. 101 Interchange project is to alleviate congestion and improve safety. As such, the project would contribute to greater mobility of people and goods, thereby stimulating economic conditions and potentially expanding development opportunities within the City of Oxnard, and particularly in the project study area.

In the project area, commercial and industrial development may be facilitated as a result of improvements to the Rice Avenue/U.S. 101 Interchange. This particularly applies to the business park located southwest of the interchange. Although much of the business park is currently vacant, the City of Oxnard 2020 General Plan calls not only for the filling of existing vacancies, but expansion of the business park across Rice Avenue to an area that is currently used for agriculture. It is also part of a Specific Plan Area. An objective of the Specific Plan is to encourage development of commercial and light industrial business in the area. The proposed interchange improvements would aid in these goals by providing better access and safety,

especially for truck traffic associated with light industrial land uses. Thus, potential project-induced growth is anticipated in and is consistent with local land use plans.

6.26 Effects on Historic and Archaeological Resources (Question 48)

No prehistoric or historic archaeological resources were noted during the archaeological survey or as a result of archival research and contact with interested parties. Although no impacts to significant resources are anticipated, there is, nonetheless, an unknown potential that previously unrecorded resources could be encountered during construction.

Twenty-six buildings located within the proposed Project's Area of Potential Effect (APE) were identified during the architectural field survey, none of which are currently listed in or appear eligible for listing in the National Register of Historic Places. No historic districts, no historic landscapes, and no locally designated landmarks are located within or immediately adjacent to the APE.

Mitigation

If buried cultural materials are encountered during construction, it is Caltrans' policy that work in the area must halt until a qualified archaeologist can evaluate the nature and significance of the find (*Caltrans Environmental Handbook*, 1991, Volume 2, Chapter 1). If human remains are exposed during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to Public Resources Code 5097.98. The District 7 Environmental Planning Branch shall be immediately notified.

6.27 Effects on Scenic Resources, Aesthetic Impacts (Question 50)

The proposed project would alter the existing landscape surrounding the Rice Avenue Interchange. Substantial property acquisitions would be required in order to provide adequate right-of-way for the project improvements (see Section 6.15 above). Given that the project site is located in a developed area with numerous roads and highways and a mix of uses in varying condition and quality that detract from the visual environment, the visual impacts of these changes would be minor.

Construction of proposed project improvements would also require the removal of landscaping and mature trees, some of which form agricultural tree rows. Approximately 200 trees in the Eucalyptus tree row in the southeast quadrant of the interchange would be removed. This tree row is located between the U.S. 101 freeway lanes to the north and the agricultural property to the south. Other trees that would be removed are clustered in small groups (containing approximately 20 trees or less) located along the north side of U.S. 101 west of Santa Clara Avenue, the east side of Rice Avenue south of U.S. 101, the south side of U.S. 101 west of Rice Avenue, and north of U.S. 101, south side of Ventura Boulevard, east of Santa Clara Avenue. Properties that would be acquired also contain small numbers of trees and associated landscaping. Although some of the trees that would be removed are dead or dying, the loss of numerous remaining healthy trees would have an adverse impact on the visual environment.

Mitigation

Please see Section 6.11, for measures to mitigate the impacts of tree removal.

6.28 Construction Impacts (Question 51)

The project area can be expected to experience some noise, congestion, dust, detours, and other minor nuisances resulting from construction (see discussions above). These inconveniences would be temporary and would be mitigated by following standard construction and inspection procedures and employing Best Management Practices during the construction phase.

6.29 Cumulative Impacts (Question 55)

Construction of the proposed project concurrently with other proposed projects in the area may result in substantial, temporary cumulative construction impacts. Only one related project has been identified in the project area, the Santa Clara Avenue and Central Avenue Widening Project. If construction of this project or other future proposed projects in the area overlaps with construction of the proposed Rice Avenue/U.S. 101 Interchange project, cumulative air quality, noise, traffic, and public utilities and services impacts could occur. The extent of potential impacts would depend on the location, magnitude, and duration of construction activities for each of the projects. However, it is possible, for example, that pollutant emissions generated by cumulative construction activities, including fugitive dust (PM₁₀), reactive organic compounds and nitrogen oxides, could exceed Ventura County Air Pollution Control District thresholds. Nearby sensitive receptors, including children at the Rio Vista (Headstart) School located on Santa Clara Avenue, could be adversely affected. With implementation of the air quality mitigation measures identified in Section 6.8 and given that construction would be temporary, it is expected that the proposed project's incremental contribution would be *de minimus* and would not be cumulatively considerable. One or more projects constructed simultaneously could cumulatively contribute to traffic congestion and delay due to multiple detours and lane or road closures. Access to public facilities, such as the Rio Vista School could be adversely affected. Construction activities from two or more projects occurring in close proximity could also create temporary cumulative noise impacts adversely affecting nearby noise-sensitive uses. Adherence to Best Management Practices during construction and implementation of mitigation measures identified in this chapter would minimize the project's contribution to potential cumulative impacts.

Since operation of the proposed project would not generate additional traffic, cumulative operational impacts are not anticipated.

6.30 Adverse Effects on Human Beings

Construction of the proposed project would in the displacement of 2 single-family residences, 18 mobile homes, and 11 businesses in the area. The mobile homes are likely to be occupied by minority (Hispanic) and low-income persons. Displacement of the mobile homes and businesses could have an adverse effect on the neighborhood character and cohesiveness. Implementation

of the proposed project would also result in increased noise levels at some noise-sensitive receptors in the project area. The reader is referred to the responses to the specific checklist questions concerning displacement and noise impacts for more detailed discussions of these issues as well as measures to mitigate potential impacts.

7 CONSULTATION AND COORDINATION

Consultation with several agencies occurred in conjunction with preparation of the project technical reports and this Initial Study/Environmental Assessment. These agencies are identified in the various technical reports and include the: Fox Canyon Groundwater Management Agency, Native American Heritage Commission, Ventura County Air Pollution Control District, Ventura County Flood Control District, Ventura County Museum of History & Art, and Ventura County Water Resource Agency. In addition, an Initiation of Studies Letter was mailed to responsible and trustee public agencies as well as interested organizations and individuals to solicit comment on the scope and content of the environmental document. The letter and responses to the letter are included in Appendix A. With regards to the petition in response to the Initiation of Studies Letter demanding the City of Oxnard honor “the second proposal as was agreed upon in 1993 between the people of Nyeland Acres and Caltrans,” neither the City of Oxnard nor Caltrans have seen any documentation of an agreement between the people of Nyeland Acres and the City of Oxnard and Caltrans. Additionally, the 1993 presentation by Caltrans did not constitute a formal agreement on the preferred alternative for the Rice Avenue/U.S. 101 Interchange Project. As noted in Section 3.2 of this Initial Study/Environmental Assessment, many alternatives have been discussed and analyzed throughout the history of this project. After careful research and analysis, the preferred alternative identified in Section 3.1 of this Initial Study/Environmental Assessment was determined to be the most viable alternative.

The City of Oxnard has participated in meetings with members of the community to discuss the proposed project on September 17, 1999 and July 18, 2000. In addition, a public hearing will be held on this environmental document and the proposed project. A notice, which will be provided in English and Spanish, will be mailed to property owners and tenants in the immediate project area, posted at various locations in the vicinity of the proposed improvements, and placed in local newspapers, including a Spanish language newspaper. The notice will also be hand delivered to onsite owner-occupants and tenants in the project area. A Spanish translator will be available at the public hearing to assist Spanish speaking persons.

The list of agencies, organizations, and persons to whom either a Notice of Availability of the Initial Study/Environmental Assessment or copies of this Initial Study/Environmental Assessment will be sent are included in Appendix B.

8 PREPARERS OF THE INITIAL STUDY/ENVIRONMENTAL ASSESSMENT

Caltrans' procedures specify that an interdisciplinary team approach for project planning and development be used for all projects. An interdisciplinary approach is an orderly process through which the interaction of different disciplines is brought to bear in the planning, development, and evaluation of alternatives. Caltrans refers to this interdisciplinary team as the Project Development Team (PDT). For this project, PDT members include:

Cynthia Daniels	City of Oxnard
Joe Genovese	City of Oxnard
Tony Velasquez	Caltrans Project Management Branch
Fekade Mesfin	Caltrans Project Development Branch
Gary Maxwell	Caltrans Local Programs Branch
Ralph Wong	Caltrans Project Development Branch
Gary Kevorkian	Caltrans Traffic Branch
Jean Quan	Caltrans Right of Way Local Programs
Patty McCauley	Caltrans Structures
Rich Galvin	Caltrans Environmental Planning Branch
Aaron Burton	Caltrans Environmental Planning Branch
Margery Lazarus	CH2MHill
Joe Sawtelle	CH2MHill
Lee Lisecki	Myra L. Frank & Associates, Inc.

Additionally, the following persons were the principal contributors in the preparation of this environmental document.

Myra L. Frank & Associates, Inc. (Document Management and Preparation)

Lee J. Lisecki, Project Manager
Tracy Dudman, Associate Planner (Water Quality, Floodplains, Visual)
Anne Merwin, Associate Planner (Land Use, Socioeconomics, Biology)
Catherine Barrier, Architectural Historian (Cultural Resources)

Harris Miller Miller & Hanson Inc. (Noise)

Mike Weber

Kaku Associates (Traffic)

Paul Taylor
Ayelet Ezran

Applied Earthworks (Archaeology)

Mark Robinson

JHA Environmental Consultants LLC (Air Quality)

Jo Anne Aplet
Lowell Aplet

9 LIST OF REVIEWERS

Federal Highway Administration

Cesar Perez
Stephanie Stoermer

California Department of Transportation

Aaron Burton, Environmental Planner
Rich Galvin, Environmental Planner

City of Oxnard

Cynthia Daniels
David Gorcey
Joseph Genovese
Rita Johnson
Rob Roshanian
Ralph Steele

APPENDIX A – INITIATION OF STUDIES LETTER AND RESPONSES

APPENDIX B – LIST OF PARTIES FOR IS/EA CIRCULATION

Provided on the following pages is a list of agencies, organizations, and individuals to whom either a Notice of Availability for the Initial Study/Environmental Assessment or copies of the Initial Study/Environmental Assessment will be sent.

Elected Officials

The Honorable Barbara Boxer
Senator

United States Senate
SH-112 Hart Senate Building
Washington, DC, 20510-0523

The Honorable Dianne Feinstein
Senator
United States Senate
SH-331 Hart Senate Office Building
Washington, DC 20510-0504

The Honorable Elton Gallegly
House of Representatives
SH-112 Hart Senate Office Building
Washington, D.C. 20515-0523

Mr. Brian Miller
Field Representative
Congressman Elton Gallegly
300 Esplanade Drive
Oxnard, CA 93030

The Honorable Tom McClintock
California Senate, 19th District
221 Daily Dr., Suite 7
Camarillo, CA 93010

The Honorable Tony Strickland
California Assembly
State Capitol Building, Room 5160
Sacramento, CA 95814

The Honorable Frank Schillo
Ventura County Board of Supervisors
2100 E. Thousand Oaks Blvd. #C
Thousand Oaks, CA 91362

The Honorable Kathy I. Long
Ventura County Board of Supervisors
800 S. Victoria Avenue
Ventura, CA 93009

The Honorable John Flynn
Ventura County Board of Supervisors
2900 S. Saviers Road., 2nd Floor
Oxnard, CA 93033

Paul Chatman
Administrative Assistant
The Honorable John Flynn, Supervisor
Ventura County Board of Supervisors
2900 S. Saviers Road., 2nd Floor
Oxnard, CA 93033

Oxnard City Council
300 W. 3rd Street
Oxnard, CA 93030

Agencies

Mr. Craig Faanes
U.S. Fish and Wildlife Service
2493 Portola Road, Suite B
Ventura, CA 93003

U.S. Soil Conservation Service
318 Cayuga Street, Suite 206
Salinas, CA 93901

U.S. Department of the Interior
Main Interior Building, Rm. 2340
1849 C Street, NW
Washington, D.C. 20240

Office of the Secretary
U.S. Department of Agriculture
Washington, D.C. 20250

Natural Resources Conservation Service
U.S. Department of Agriculture
P.O. Box 260
Somis, CA 93066

District Engineer
U.S. Army Corps of Engineer
1325 J Street
Sacramento, CA 95814-2922

District Engineer
U.S. Army Corps of Engineers
911 Wilshire Blvd.
Los Angeles, CA 90017

Regional Director
FEMA – Region 9
Building 9
Presidio, CA 94129

Environmental Clearance Officer
Department of Housing and Urban
Development
450 Golden Gate Avenue
San Francisco, CA 94102

Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

California Department of Fish & Game
333 Golden Shore, Suite 50
Long Beach, CA 90802

California Transportation Commission
1120 N. Street
Sacramento, CA 95814

California Highway Patrol
4657 Valentine Road
Ventura, CA 93003

Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102

Daniel Abeyta
State Historic Preservation Office
1416 9th St. Rm. 1447-7
Sacramento, CA 95814

Scenic Highway Program
Coordinator
1130 K Street
Sacramento, CA 95814

Executive Secretary
Native American Heritage Commission
915 Capitol Mall, Rm 288
Sacramento, CA 95814

Mr. W. Earl Mc Phail
Office of Agricultural Commission
815 E. Santa Barbara Street
Santa Barbara, CA 93061

Chancellor
California State University Channel Islands
One University Drive
Camarillo, CA 93012

Coastal Commission
89 S. California Street, 2nd Floor
Ventura, CA 93001

Executive Officer
Regional Water Quality Control Board
Los Angeles Region
320 W. 4th St.
Suite 200
Los Angeles, CA 90013

Mr. Jeffrey Smith
Southern California Association of
Governments
Intergovernmental Review
818 W. 7th Street
Los Angeles, CA 90017

Mr. Dan Spykerman
Ventura County Fire Dept.
165 Dourly Avenue
Camarillo, CA 93010

Ventura County Sheriff's Dept.
800 S. Victoria Ave.
Ventura, CA 93009

Ventura County Economic Development
Association
500 Esplanade Drive, Suite 810
Oxnard, CA 93030

Executive Director
Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, CA 93003

Nazir Lalani
Principal Engineer
Ventura County Transportation Department
800 S. Victoria Ave.
Ventura, CA 93009

Mr. Keith Turner
Ventura County Government Center
800 S. Victoria Ave.
Ventura, CA 93009

Molly Pearson
Ventura County Air Pollution Control
District
669 County Square Drive
Ventura, CA 93003-5417

Ventura County Health Department
800 S. Victoria Ave.
Ventura, CA 93009

Ventura County Heritage Board
800 S. Victoria Avenue
Ventura, CA 93009

Ms. Melinda Talent
Environmental Health
Ventura County Resource Management
Agency
800 South Victoria Avenue
Ventura, CA 93009-1730

Planning Director
Ventura County Resource Management
Agency
800 South Victoria Avenue, L #1740
Ventura, CA 93009-1730

Joseph Eisenhut
Coordinator, Outside Environmental
Document Review
Ventura County Resource Management
Agency
800 S. Victoria Ave.
Ventura, CA 93009

Bruce Smith
Manager, General Plan Section
Ventura County Resource Management
Agency
800 S. Victoria Ave.
Ventura, CA 93009

Ron Coons
Public Works Director
County of Ventura
800 S. Victoria Avenue
Ventura, CA 93009

Butch Britt
Public Works Agency
County Of Ventura
800 S. Victoria Avenue
Ventura, CA 93009

County of Ventura
Flood Control District
800 South Victoria Avenue
Ventura, CA 93009

Ventura Community College District
333 Skyway Drive
Camarillo, CA 93010

Ventura Regional Sanitation District
1001 Partridge Drive, Suite 150
Ventura, CA 93003-5562

Ventura County Cultural Heritage Board
800 South Victoria Avenue
Ventura, CA 93003

South Coast Area Transit
P.O. Box 1146
Oxnard, CA 93032

City of Camarillo
Dept. of Planning & Comm. Dev.
P.O. Box 248
Camarillo, CA 93011-0248

Executive Director
LAFCO
800 S. Victoria Avenue
Ventura, CA 93009

Construction Battalion Center
1000 23rd Avenue, Code 40
Port Hueneme, CA 93043

City of Port Hueneme
Community Development Department
250 North Ventura Road
Port Hueneme, CA 93041

City of San Buenaventura
Planning Division
P.O. Box 99
Ventura, CA 93041

Callegus Municipal Water District
2100 Olsen Road
Thousand Oaks, CA 91362

United Water Conservation District
P.O. Box 431
Santa Paula, CA 93060

Superintendent
Rio School District
300 Cortez Street
Oxnard, CA 93030

Director of School Facilities and Classified
Services
Rio School District
300 Cortez St.
Oxnard, CA 93030

Director
Rio Vista Headstart School
3334 Santa Clara Avenue
Oxnard, CA 93030

Director of Facilities
Oxnard School District
1055 S. "C" Street
Oxnard, CA 93030

Superintendent
Oxnard Union High School District
309 South "K" Street
Oxnard, CA 93030

Oxnard Harbor District
P.O. Box 608
Port Hueneme, CA 93041

Community Organizations

California Native Plant Society
1722 J Street, Suite 17
Sacramento, CA 95814

Ventura County Archaeological Society
100 E. Main Street
Ventura, CA 93001

Mr. John R. Ziegler, Public Affairs
Automobile Club of Southern California
333 Fairview Road
Costa Mesa, CA 92626

Ms. Kim Uhlich
Environmental Defense Center
31 North Oak Street
Ventura, CA 93001

Archaeological Cultural Resource
Consultants
Ventureno Chumash
P.O. Box 4348
Thousand Oaks, CA 91359

Ventura County Sheriff's Assoc., Inc.
1960 Ventura Blvd.
Camarillo, CA 93010-7650

Sierra Club
Los Padres Chapter
P.O. Box 90924
Santa Barbara, CA 93910

Ventura County Historical Society
100 E. Main Street
Ventura, CA 93001

Chairperson
El Rio West Neighborhood Council
c/o City of Oxnard Neighborhood Services
300 W. Third Street
Oxnard, CA 93030

Trisha Munro
El Rio West Neighborhood Council
221 Juneau Place
Oxnard, CA 93030

Larry Wright
Rose/Santa Clara Buisnessmen's Assoc.
2963 Las Posas Road
P.O. Box 254
Camarillo, CA 93011

Jeannie Barrett
Directing Attorney
California Rural Legal Assistance
338 South A Street
Oxnard, CA 93030

Mike Barber
Member
El Rio/Del Norte Municpal Advisory
Council
3701 Orange Drive
Oxnard, CA 93030

Mike Flaharty
Member
El Rio/Del Norte Municipal Advisory
Council
393 Simon Way
Oxnard, CA 93030

David Gomez
Member
El Rio/Del Norte Municpal Advisory
Council
4727 Strickland Drive
Oxnard, CA 93030

Don Hoffman
Member
El Rio/Del Norte Municpal Advisory
Council
284 Collins Street
Oxnard, CA 93030

Bob Johnston
Member
El Rio/Del Norte Municpal Advisory
Council
4763 Strickland Dr.
Oxnard, CA 93030

Evelyn Miller
Member
El Rio/Del Norte Municpal Advisory
Council
792 Corsicana drive
Oxnard, CA 93030

Victor Nose
Member
El Rio/Del Norte Municipal Advisory
Council
340 Rosewood Avenue, #B
Oxnard, CA 93010

David Souza
Member
El Rio/Del Norte Municipal Advisory
Council
3574 Nyeland Acres
Oxnard, CA 93030

Florence Young
Member
El Rio/Del Norte Municipal Advisory
Council
552 Walnut Drive
Oxnard, CA 93030

Adelaide Rocha
El Rio/Del Norte Municipal Advisory
Council
2418 Cortez St.
Oxnard, CA 93030

Oxnard Chamber of Commerce
P.O. Box 867
Oxnard, CA 93032

Sierra Club
Conservation Chair
60 Caleta Drive
Camarillo, CA 93010

League of Women Voters
Donna Nowland
323 East Matilija Street, Suite 122-126
Ojai, CA 93023

Environmental Coalition of Ventura County
P.O. Box 68
Ventura, CA 93002

Chumash Council Members
119 Balsam Street
Oxnard, CA 93030

El Rio Municipal Advisory Council
552 Walnut Drive
Oxnard, CA 93030

Eleanor Branthover
Chairperson
Rio Lindo Neighborhood Council
2221 Isabella Street
Oxnard, CA 93030

Chairperson
2001 INCF Executive Board
c/o City of Oxnard Neighborhood Services
Ventura, CA 93003

Ms. Laurel Impett
Attorney for "Save our Somis"
Shute, Mihaly & Weinberger
396 Hayes
San Francisco, CA 94102

Businesses

Mr. Ron Begley
Southern California Edison
10060 Telegraph Road
Ventura, CA 93004

General Telephone
1 Verizon Way
Thousand Oaks, CA 91362-3813

General Telephone Company (GTE)
528 S. "A" Street
Oxnard, CA 93030-7109

The Gas Company
130 Patterson Ave.
Santa Barbara, CA 93111

Dave Souza
Nyeland Mutual Water Company
154 S. Las Posas Road
Camarillo, CA 93010

Mr. Mel Tufto
The Gas Company
P.O. Box 818
Goleta, CA 93116-0818

Private Citizens and Property Owners

Note: In addition, to the persons listed below, all property owners and occupants within the project area and within a 300-foot radius of the project area will be sent either a Notice of Availability for the IS/EA or copies of the IS/EA.

Rick Eckhart
Owner
Eckhart Trailer Hitch & Welding
2701 Ventura Blvd.
Oxnard, CA 93030

Mr. Kam Kanji
Texaco Mini Mart
3025 Santa Clara Avenue
Oxnard, CA 93030

Mr. Jim Kanji
Owner
Texaco Mini Mart
3025 Santa Clara Avenue
Oxnard, CA 93030

Larry Carter
2875 Ventura Blvd.
Oxnard, CA 93030

Thad Sinor
Property Owner for Fiesta Motors
2211 Cedar Ridge Ct.
Oxnard, CA 93030

Bob Braitman
Principal
Braitman & Associates
8277 Chesire Street
Ventura, CA 93004

Dave Haugen
Panattoni Development
19700 Fairchild Road, Suite 290
Irvine, CA 92612

Dina Andrade
1300 Saratoga Ave., No. 1211
Ventura, CA 93003

Bob Moraga
2208 Firestone Ct.
Oxnard, CA 93030

Elizabeth Standeven
Arthur Valuation Group
31355 Oak Crest Drive, 2nd Fl.
Westlake Village, CA 91361

Bud Sandwall
P.O. Box 6396
Oxnard, CA 93031-6936

Eulalia Lopez
Taco Inn
130 Imperial Street
Oxnard, Ca 93030

Tom Herman
Property Owner
10840 Bellagio Rd.
Los Angeles, CA 90077

Mr. Fred Fateh
Owner Representative
Owl Mobile Home Park/West
Management Services
2911 Petit St.
Camarillo, CA 93012

Matt Harootunian
Spas West
2595 Ventura Blvd.
Oxnard, CA 93030

Bob Dawson
Summit Pools
2595 Ventura Blvd.
Oxnard, CA 93030

Rex Paul
Sunbelt Business Properties
4171 Market St., Suite C5
Ventura, CA 93003

Mel Allen
Sunny Acres Mobile Home Park
4101 Bluebird Lane
Oxnard, CA 93033

Media

Oxnard Star
5250 Ralston Street
Ventura, CA 93003

Los Angeles Times
Ventura County Edition
93 Chestnut Street
Ventura, CA 93001

Ventura County & Coast Reporter
1583 Spinnaker Drive
Ventura, CA 93003

Vida Newspaper
P.O. Box 427
Oxnard, CA 93030

APPENDIX C – USFWS CONSULTATION



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ventura Fish and Wildlife Office
2495 Portola Road, Suite B
Ventura, California 93003

June 1, 2001

Anne Merwin
Myra L. Frank and Associates, Inc.
811 West 7th Street, Suite 800
Los Angeles, California 90017

Subject: Species List for the Rice Avenue/U.S. 101 Interchange, Oxnard, Ventura County, California

Dear Ms. Merwin,

This letter is in response to your request, received by us on April 9, 2001, for information on federally listed, proposed, or candidate species which may be present in the vicinity of freeway interchange on U.S. 101 at Rice Avenue in the City of Oxnard. According to your letter, the project would receive federal funding, and the requested information will be used by the federal funding agency as part of its analysis and to fulfill requirements under the Endangered Species Act of 1973 (Act). This letter fulfills our requirements under section 7(c) of the Endangered Species Act of 1973, as amended (Act).

To the best of our present knowledge, no federally listed, proposed, or candidate species are known to occur in the vicinity of the proposed action. However, we recommend that you review information in the California Department of Fish and Games's Natural Diversity Data Base to determine whether any state or local species of concern occur in the vicinity of your project. The California Department of Fish and Game may be contacted at (916) 324-3812.

Should you have any questions, please contact Rick Farris of my staff at (805) 644-1766.

Sincerely,

for Diane K. Noda
Field Supervisor

APPENDIX A – INITIATION OF STUDIES LETTER AND RESPONSES



October 25, 1999

Dear Members of the Public and Interested Public Agencies,

SUBJECT: Initiation of Studies for Rice Avenue/U.S. Highway 101 Interchange Improvement Project

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration, is formally initiating studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul de sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way for this project. The enclosed map shows the general location of the proposed project.

The purpose of the project is to improve safety and to increase capacity to alleviate existing congestion and accommodate projected future traffic.

The appropriate local governing bodies and agencies are also being notified at this time. During the course of these studies, the City plans to work closely with these agencies and their staff to exchange ideas, and to assure that the City considers all pertinent factors. Please provide any information on sensitive environmental, cultural, and historic resources that may be within the project vicinity. We request your views on the potential effects of this proposal on those resources as well. We would welcome any comments or suggestions you may have about possible alternatives to be studied or social or economic factors. We would like to receive your comments by **November 30, 1999**, at the address below.

After sufficient engineering, environmental, and socioeconomic data have been developed, the City will hold a public hearing to discuss the project studies. This hearing will be well publicized, and you will be notified in advance of the hearing time and location. We would be pleased to answer any questions you may have on this project. Feel free to call me at (805) 385-7871.

TRANSPORTATION PLANNING PROGRAM

CYNTHIA DANIELS, AICP
ASSOCIATE PLANNER

Enclosure: Map of Project and Surrounding Area

Development Services Administration
305 West Third Street • Oxnard, CA 93030 • (805) 385-7896 Fax (805) 385-7833



March 13, 2000

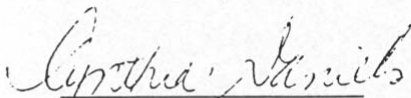
Scoping Report for Rice Avenue and U.S. Highway 101 Freeway Interchange
Improvements

Notice and Ad On October 25, 1999, the City of Oxnard distributed a notice and map to interested agencies and parties, requesting comments by November 30, 1999 (see Attachment 1). The list of parties sent the notice and map are located in Attachment 2. The City placed an ad in the legal section of the local newspaper and extended the deadline for comments to December 3, 1999 (see Attachment 3).

Comments Received The City received the comments identified in Attachment 4 during the comment period closing on December 3, 1999. The City also maintained a record of telephone inquiries and comments placed to the Transportation Planning Division during the comment period. This telephone log is located in Attachment 4.

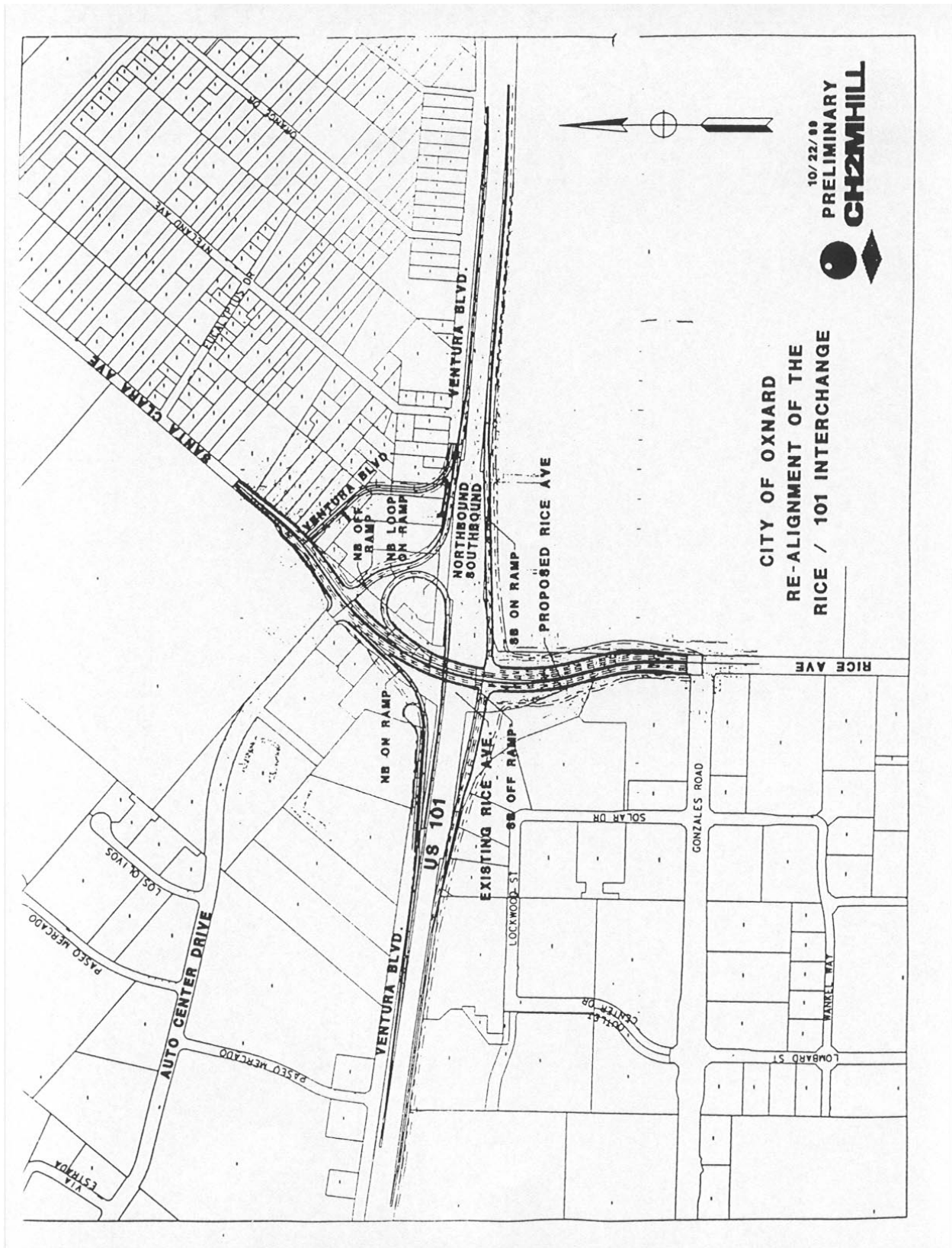
Response to Comments

Responses to the comments have been prepared by the City's consultant, Myra L. Frank & Associates. The responses are provided in Attachment 4.


Cynthia Daniels, AICP
Associate Planner

- Attachments
1. Notice and map
 2. Mailing list
 3. Legal ad and affidavit of publication
 4. Comments received, responses to comments, and telephone log

Development Services Administration
305 West Third Street • Oxnard, CA 93030 • (805) 385-7896 Fax (805) 385-7833



Attachment 2
Mailing List

Mailing List for Initiations of Studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Tony Velasquez
Project Manager
Caltrans District 7, Project Management
120 South Spring St.
Los Angeles, CA 90012

Fekade S. Mesfin
Senior Transportation Engineer
Caltrans District 7, Locally Funded
Oversight
120 South Spring St.
Los Angeles, CA 90012

Paul Thakur
Transportation Engineer
Caltrans District 7, Locally Funded
Oversight
120 South Spring St.
Los Angeles, CA 90012

Arshad Rashedi
Senior Transportation Engineer
Caltrans District 7, Office of Local
Programs
120 South Spring St, Room 419A
Los Angeles, CA 90012

Gary Maxwell
Project Engineer
Caltrans District 7, Office of Local
Programs
120 South Spring St, Room 419A
Los Angeles, CA 90012

Rob Roshanian
City Engineer
City of Oxnard Development Services
305 West Third St.
Oxnard, CA 93030

Hung Le
Civil Engineer
City of Oxnard Engineering Services
305 West Third St.
Oxnard, CA 93030

Cynthia Daniels
Associate Planner
City of Oxnard Transportation Planning
305 West Third St.
Oxnard, CA 93030

Art Goulet
Public Works Director
County of Ventura
800 S. Victoria Ave.
Ventura, CA 93009

Butch Britt
Public Works Agency
County of Ventura
800 S. Victoria Ave.
Ventura, CA 93009

Granville Bowman
Public Works Director
City of Oxnard
305 West Third St.
Oxnard, CA 93030

Ron Kosinski
Director
Caltrans District 7, Environmental Planning
120 South Spring St.
Los Angeles, CA 90012

Donna Helms
Interim Neighborhood Services Manager
City of Oxnard Neighborhood Services
241 West Second Street
Oxnard, CA 93030

Margery Lazarus
Project Manager
CH2M Hill
3 Hutton Centre Drive, Suite 200
Santa Ana, CA 92707

Lee Lisecki
Project Manager
Myra L. Frank & Associates
811 West 7th Street, Suite 800
Los Angeles, CA 90017

Trisha Munro
El Rio West Neighborhood Council
221 Juneau Pl
Oxnard, CA 93030

Larry Wright
Rose/Santa Clara Businessmens Assoc.
2963 Las Posas Rd., P.O. Box 254
Camarillo, CA 93011

Mailing List for Initiations of Studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Dave Souza
Nyeland Mutual Water Co.
154 S. Las Posas Rd.
Camarillo, CA 93010

The Honorable John Flynn
Supervisor
Ventura County Board of Supervisors
2900 Saviers Rd., 2nd Floor
Oxnard, CA 93030

Mike Barber
Member
El Rio/Del Norte Municipal Advisory
Council
3701 Orange Dr.
Oxnard, CA 93030

Mike Flaharty
Member
El Rio/Del Norte Municipal Advisory
Council
393 Simon Way
Oxnard, CA 93030

David Gomez
Member
El Rio/Del Norte Municipal Advisory
Council
4727 Strickland Dr.
Oxnard, CA 93030

Don Hoffman
Member
El Rio/Del Norte Municipal Advisory
Council
284 Collins St.
Oxnard, CA 93030

Bob Johnston
Member
El Rio/Del Norte Municipal Advisory
Council
4763 Strickland Dr.
Oxnard, CA 93030

Evelyn Miller
Member
El Rio/Del Norte Municipal Advisory
Council
792 Corsicana Dr.
Oxnard, CA 93030

Victor Nose
Member
El Rio/Del Norte Municipal Advisory
Council
5163 N. Rose Ave.
Oxnard, CA 93030

David Souza
Member
El Rio/Del Norte Municipal Advisory
Council
3574 Nyeland Acres
Oxnard, CA 93030

Florence Young
Member
El Rio/Del Norte Municipal Advisory
Council
552 Walnut Dr.
Oxnard, CA 93030

Rick Eckhart
Owner
Eckhart Trailer Hitch & Welding
2701 Ventura Blvd.
Oxnard, CA 93030

Mr. Kam Kanji
Texaco Mini Mart
3025 Santa Clara Avenue
Oxnard, CA 93030

Jim Kanji
Owner
Texaco Mini Mart
3025 Santa Clara Avenue
Oxnard, CA 93030

Larry Carter
2875 Ventura Blvd.
Oxnard, CA 93030

Thad Sinor
Property Owner for Fiesta Motors
2211 Cedar Ridge Ct.
Oxnard, CA 93030

Paul Chapman
Administrative Assistant
The Honorable John Flynn, Supervisor,
Ventura County Board of Supervisors
2900 South Saviers Rd., 2nd Floor
Oxnard, CA 93030

Mailing List for Initiations of Studies Letter for Rice/Highway 101 Freeway Interchange Improvements

November 15, 1999

Bob Braitman
Principal
Braitman & Associates
8277 Cheshire Street
Ventura, CA 93004

Dave Haugen
Panattoni Development
19700 Fairchild Rd. Suite 290
Irvine, CA 92612

Eleanor Branthoover
Chairperson
Rio Lindo Neighborhood Council
2221 Isabella Street
Oxnard, CA 93030

Peter Erdos
Chairman
1999 INCF Executive Board
3075 Johnson Drive
Ventura, CA 93003

Dino Andrade
1300 Saratoga Ave No. 1211
Ventura, CA 93003

Bob Moraga
2208 Firestone Ct.
Oxnard, CA 93030

Elizabeth Standeven
Arthur Valuation Group
31355 Oak Crest Drive, 2nd Fl.
Westlake Village, CA 91361

Bud Sandwall
P.O. Box 6396
Oxnard, CA 93031-6396

Eulalia Lopez
Taco Inn
130 Imperial St.
Oxnard, CA 93030

Initial Study/Environmental Assessment

Environmental Protection Agency (EPA)
Office of Federal Activities (A-104)
401 "M" Street, SW
Washington, DC 20460

EIS Coordinator, Region 9 *returned 11-16-99* (5)
Environmental Protection Agency
215 Fremont Street
San Francisco, CA 94105

Federal Transit Administration
Region 9
201 Mission Street, Suite 2210
San Francisco, CA 94105

Director, Office of Environmental Policy and Compliance (18)
U. S. Department of Interior
Main Interior Building Rm. 2340
1849 C Street, NW
Washington, DC 20240

Director, Office of Environmental Compliance (2)
U. S. Department of Energy
200 Independence Ave., SW. Rm. 4G-064
Washington, DC 20585

Director, Office of Environmental Affairs
Department of Health and Human Services
200 Independence Ave. SW Rm. 537 F
Washington DC 20201

Centers for Disease Control
Environmental Health and Injury Control
Special Programs Group, Mail Stop F-29
600 Clifton Road
Atlanta, GA 30333

District Engineer
U. S. Army Corps of Engineers
300 N. Los Angeles Street
Los Angeles, CA 90012

Environmental Clearance Officer (2)
Department of Housing and Urban Dev.
P. O. Box 36003
San Francisco, CA 94102

U. S. Soil Conservation Service
Area Conservationist, Area VI
3619A Canyon Crest Drive *returned 11-30-99*
Riverside, CA 92507

Assistant Vice President
Budget, Analysis, and Planning
47 University Hall
University of California
Berkeley, CA 94720

Vice Chancellor, Physical Planning and Dev.
CSU, Attn: Contract Management
400 Golden Shore Boulevard
Long Beach, CA 90802-4275

California Native Plant Society
2912 12th Street, Suite 116
Sacramento, CA 95814
returned 11-15-99

California Wildlife Federation *returned 11-17-99*
1012 J Street, Suite 20
Sacramento, CA 95814

Sierra Club
410 Beverly Boulevard, Ste 2
Los Angeles, CA 90057 *returned 11-30-99*

Museum of Vertebrate Zoology
2593 Life Sciences Building
Berkeley, CA 94720

California Transportation Commission
P. O. Box 942873 (MS-52)
Sacramento, CA 94273-0001

California Highway Patrol
4115 Broad Street, Suite B10
San Luis Obispo, CA 93401

Aeronautics Program Manager
120 N Street
Sacramento, CA 95814

Chief, Bureau of School Planning
Department of Education
721 Capitol Mall
Sacramento, CA 95814

Initial Study/Environmental Assessment

Executive Secretary
Native American Heritage Commission
15 Capitol Mall, Rm 288
Sacramento, CA 95814

Chief, Airports Branch
Federal Aviation Administration
5885 West Imperial Highway
Los Angeles, CA 90045

*Returned
11-16-99*

Scenic Highway Program
Coordinator
130 K Street
Sacramento, CA 95814

(8)

Department of the Navy Western Division
Director of Real Estate—Code 24
Naval Facilities Engineering Command
P.O. Box 727
San Bruno, CA 94066

*Returned
11-17-99*

Chancellor
California State University Channel Islands
One University Drive
Camarillo, CA 93012

The Honorable Dianne Feinstein
United States Senate
SH-331 Hart Senate Office Building
Washington, DC, 20510-0504

Mr. Brian Miller
Field Representative
Congressman Elton Gallegly
90 Esplanade Drive
Fremont, CA 93030

The Honorable Tony Strickland
California Assembly
State Capitol Building, Room 5160
Sacramento, CA 95814

The Honorable Barbara Boxer
United States Senate
H-112 Hart Senate Office Building
Washington, DC, 20510-0505

The Honorable Tony Strickland
California State Assembly
221 East Daily Drive, Suite 7
Camarillo, CA 93010

Ms. Jan Smith
District Coordinator
Senator Cathie Wright
345 Erringer Rd.
Fremont Valley, CA 93065

The Honorable Elton Gallegly
House of Representatives
2441 Rayburn House Office Building
Washington, DC, 20515-0523

The Honorable Cathie Wright
Senator
California Senate
345 Erringer Road
Fremont Valley, CA 93065

The Honorable Cathie Wright
California Senate
State Capitol Building, Room 4052
Sacramento, CA 95814

Bob Moraga
208 Firestone Court
Fremont, CA 93030

669 Air Pollution Control District
702 County Square Drive
Ventura, CA 93003
*Returned 11-17-99
Re sent to new
address 11-17-99*

City Council

(5)

Planning Commission

(7)

Planning and Environmental Services Manager

City Manager

Development Services Manager		Financial Services	
Fire Department		Parks/Facility Development	
Library/Circulation	(3)	Police Department	
Transportation Planning		State Clearinghouse Office of Planning and Research PO Box 3044 Sacramento, CA 95814-3044	(11)
Planning Services Resource Mgt. Agency/Plng. Div. County of Ventura 800 South Victoria Avenue Ventura, CA 93009	(6)	County of Ventura Flood Control District 800 South Victoria Avenue Ventura, CA 93009	
Ventura Regional Sanitation Dist. 801 Partridge Drive, Ste. 150 Ventura, CA 93003-5562		Federal Aviation Admin./AWP-8 Regional Planning Officer P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007	
South Coast Area Transit P.O. Box 1146 Ventura, CA 93032		City of Port Hueneme Community Development Department 250 North Ventura Road Port Hueneme, CA 93041	
City of Camarillo Dept. Of Planning & Comm. Dev. P.O. Box 248 Camarillo, CA 93011-0248		City of San Buenaventura Planning Division P.O. Box 99 Ventura, CA 93001	
Executive Director WFCO 800 S Victoria Ave Ventura CA 93009		Environmental Planning Branch State Department of Transportation 120 South Spring Street Los Angeles, CA 90012	
Instruction Battalion Center 800 23rd Avenue, Code 40 Port Hueneme, CA 93043		SCAG 818 West Seventh St., 12th floor Los Angeles, CA 90012	

Initial Study/Environmental Assessment

Executive Officer
Regional Water Quality Control Board.
Los Angeles Region
107 South Broadway Blvd.
Los Angeles, CA 90012

Calleguas Municipal Water District
2100 Olsen Road
Thousand Oaks, CA 91362

United Water Conservation District
P.O. Box 432
Santa Paula, CA 93060

Superintendent
Rio School District
3300 Cortez Street
Oxnard, CA 93030

Ventura Community College Dist.
333 Skyway Drive
Camarillo, CA 93010

Southern California Gas Company
P.O. Box 1392
Oxnard, CA 93030

Oxnard Chamber of Commerce
P.O. Box 867
Oxnard, CA 93032

Archaeological Cultural Resource Consultants, Ventureno Chumash
P.O. Box 4348
Thousand Oaks, CA 91359

Ventura County & Coast Reporter
583 Spinnaker Drive
Ventura, CA 93003

Vida Newspaper
P.O. Box 427
Oxnard, CA 93030

Coastal Commission
89 S California St 2nd Fl
Ventura CA 93001

Executive Director
Ventura County Transportation Commission
950 County Square Dr Ste 207
Ventura CA 93003

Dr Ron Weinert
Director of Facilities
Oxnard School District
1055 S C St
Oxnard CA 93030

Superintendent
Oxnard Union High School District
309 South "K" Street
Oxnard, CA 93030

Oxnard Harbor District
P.O. Box 608
Port Hueneme, CA 93041

General Telephone Company (GTE)
761 South "C" Street
Oxnard, CA 93030

Sierra Club
Conservation Chair
60 Caleta Drive
Camarillo, CA 93010

League of Women Voters
Donna Nowland
323 East Matilija Street, Ste. 122-126
Ojai, CA 93023

Oxnard Star
5250 Ralston Street
Ventura, CA 93003

Los Angeles Times
Ventura County Edition
93 South Chestnut Street
Ventura, CA 93001

returned 11-4-99

*returned 11-5-99
re-sent to 528 So A.S.
Camarillo CA 93030-7109*

Environmental Coalition of Ventura County
P.O. Box 68
Ventura, CA 93002

Ventura County Archaeological Society
100 East Main Street
Ventura, CA 93001

Ventura County Cultural Heritage Board
100 South Victoria Avenue
Ventura, CA 93003

El Rio Municipal Advisory Council
552 Walnut Drive
Oxnard, CA 93030

Thumash Council Members
9 Balsam St.
Oxnard, CA 93030

Attachment 3

Legal Ad and Affidavit of Publication

In the Superior Court of the State of California

IN AND FOR THE COUNTY OF VENTURA CERTIFICATE OF PUBLICATION

TYPE OF NOTICE

Notice of Initiation of Studies
(Rice/101 Interchange Improvement)
Thursday, November 11, 1999

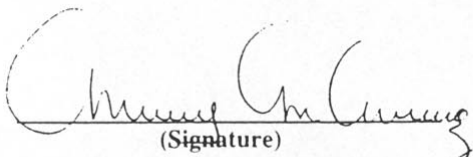
STATE OF CALIFORNIA
COUNTY OF VENTURA

I Manuel M. Muñoz
hereby certify that Ventura County Vida
Newspaper, is a newspaper of general
circulation within the provision of the
Government Code of the State of
California, printed and published in the
County of Ventura, State of California;
that I am the Director of said newspaper;
that the annexed clipping is a true printed
copy and published in said newspaper on
the following dates, to wit:

Nov. 11, 1999

I certify under penalty of perjury that the
foregoing is true and correct, at Oxnard,
County of Ventura, State of
California, on the

11th day of November 1999


(Signature)



OXNARD TRANSPORTATION PLANNING 305 WEST THIRD STREET, 3RD FLOOR EAST WING, OXNARD, CALIFORNIA 93030 NOTICE OF INITIATION OF STUDIES Rice Avenue/U.S. Highway 101 Interchange Improvement Project

The City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration, is formally initiating studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul-de-sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way, and relocate businesses and residents for this project. A map on file at the above address shows the general location of the proposed project.

The purpose of the project is to improve safety and to increase capacity to alleviate existing congestion and accommodate project future traffic.

The appropriate local governing bodies and agencies are also being notified this time. During the course of these studies, the City plans to work closely with these agencies and their staff to exchange ideas, and to assure that the City considers all pertinent factors. Please provide any information on sensitive environmental, cultural, and historic resources that may be within the project vicinity. We request your views on the potential effects of this proposal on those resources as well. We would welcome any comments or suggestions you may have about possible alternatives to be studied for social or economic factors. We would like to receive your comments by December 3, 1999, at the address above.

After sufficient engineering, environmental, and socioeconomic data have been developed, the City will hold a public hearing to discuss the project studies. This hearing will be well publicized, and you will be notified in advance of the hearing time and location if you have made comments during this comment period. You may also call Cynthia Daniels at (805) 385-7871 for more information.

Cynthia Daniels, AICP
Associate Planner

Attachment 4

Comments Received
Responses to Comments
Telephone Log

**Responses to Comment Letters Received in Response
to the Initiation of Studies Letter**

COMMENT LETTER NO. 1

Governor's Office of Planning and Research, State Clearinghouse (dated 11/16/99)

Response to Comment No. 1A - Comment noted. This is an administrative letter acknowledging receipt and distribution of the Initiation of Studies letter. No formal response is required.

COMMENT LETTER NO. 2

County of Ventura Public Works Agency, Transportation Department (dated 11/11/99)

Response to Comment No. 2A - Comment noted. The city will consult and coordinate with the Transportation Department as appropriate as the project proceeds through the planning and design stages.

COMMENT LETTER NO. 3

Russell S. Hawthorne (dated 11/16/99)

Response to Comment No. 3A - Comment noted. Design elements, similar to those for the Rose Avenue bridge, will be incorporated into project structures to enhance their visual appearance and to improve the attractiveness of the area.

Response to Comment No. 3B - See the response letter from the City of Oxnard dated 11/23/99.

COMMENT LETTER NO. 4

County of Ventura, Planning Division (dated 11/29/99)

Response to Comment No. 4A - Comment noted.

COMMENT LETTER NO. 5

County of Ventura, Resource Management Agency, Planning Division (memorandum dated 11/22/99)

Response to Comment No. 5A - Comment noted.

Response to Comment No. 5B - The sections from the County General Plan referencing County noise goals, policies, and programs has been forwarded to the City's environmental consultant for their use and consideration in preparing the Noise Study for the proposed project.

COMMENT LETTER NO. 6

County of Ventura, Public Works Agency, Transportation Department (memorandum dated 11/12/99)

Response to Comment No. 6A - Comment noted. The city will coordinate and consult with the County of Ventura Public Works Agency regarding the proposed improvements at appropriate points during the planning and design stages of the project.

Response to Comment No. 6B - Comment noted. It should also be noted that State CEQA and federal NEPA environmental regulations require that the environmental planning process provide an opportunity for the public to provide their comments on the proposed project and the project's environmental effects. Public comments received during the planning process, including those from the Nyeland Acres community, will be considered and responded to in accordance with state and federal environmental regulations.

Response to Comment No. 6C - As noted in the comment, improvements to Santa Clara Avenue will comply with County Road Standard details.

Response to Comment No. 6D - Comment noted.

Response to Comment No. 6E - Comment noted.

COMMENT LETTER NO. 7

Ventura County Air Pollution Control District (dated 11/23/99)

Response to Comment No. 7A - The County's *Guidelines for the Preparation of Air Quality Impact Analyses* has been forwarded to the City's environmental consultant for their use and consideration in preparing the Air Quality Study for the proposed project. The Air Quality Study will identify all feasible measures to mitigate any significant air quality impacts of the proposed project.

COMMENT LETTER NO. 8

Rio School District (dated 11/29/99)

Response to Comment No. 8A - Project plans include the installation of a traffic signal at the proposed new intersection of Ventura Boulevard and Santa Clara Avenue.

Response to Comment No. 8B - Water Quality and Floodplain studies will be prepared to evaluate the proposed project's impacts on water quality and hydrological conditions in the area. Based on the results of those studies, appropriate measures will be identified to mitigate any potentially significant project impacts. It should be noted, however, that it is not a requirement of the project to mitigate preexisting environmental conditions or hazards in the area.

Response to Comment No. 8C - Technical studies will be prepared in support of the environmental document for the proposed project that will address the project's socioeconomic and school impacts. These studies will identify the residential units displaced by the proposed project, evaluate the availability of suitable replacement housing in the area, and identify state and federal relocation benefits and procedures. The City/State will assist displaced tenants in finding suitable replacement housing. However, the city is not required under state or federal law to construct replacement housing. It is not known at this time where displaced tenants will choose to relocate.

COMMENT LETTER NO. 9

Petition - People of Nyeland Acres

Response to Comment No. 9A - Neither the City of Oxnard nor Caltrans have seen any documentation of an agreement between the people of Nyeland Acres and the City of Oxnard and Caltrans. Additionally, the 1993 presentation by Caltrans did not constitute a formal agreement on the preferred alternative for the Rice Avenue/U.S. 101 Interchange Project. Many alternatives have been discussed and analyzed throughout the history of this project. After careful research and analysis, the preferred alternative identified in the Initiation of Studies letter was determined to be the most viable alternative.



Gray Davis
GOVERNOR

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse

STREET ADDRESS: 1400 TENTH STREET ROOM 322 SACRAMENTO, CALIFORNIA 95814
MAILING ADDRESS: P.O. BOX 3044 SACRAMENTO, CA 95812-3044
916-445-0613 FAX 916-323-3018 www.opr.ca.gov/clearinghouse.html



Loretta Lynch
DIRECTOR

COMMENT LETTER NO. 1

ACKNOWLEDGEMENT OF RECEIPT

DATE: November 16, 1999

TO: Cynthia Daniels
Federal Highway Administration
City of Oxnard
305 W. 3rd Street
Oxnard, CA 93030

RE: U.S. Highway 101/ Rice Avenue Freeway Interchange Improvements
SCH#: 99111037 _

RECEIVED
99 NOV 19 PM 3:27
CALIFORNIA DEPARTMENT OF TRANSPORTATION

This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: November 8, 1999
Review End Date: December 6, 1999

We have distributed your document to the following agencies and departments:

California Highway Patrol
Caltrans, District 7
Department of Conservation
Department of Fish and Game, Region 5
Department of Parks and Recreation
Native American Heritage Commission
Office of Historic Preservation
Regional Water Quality Control Board, Region 4
Resources Agency
State Lands Commission

1A

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.



PUBLIC WORKS AGENCY
county of ventura

COMMENT LETTER NO. 2

RECEIVED
NOV 17 PM 4:18

Director
Arthur E. Goulet

Representing Ex-officio:

Ventura County Flood Control District
Ventura County Waterworks Districts
No. 1, 16, 17, and 19
Lake Sherwood Community Services District
Fox Canyon Groundwater Management Agency
AB939 Local Task Force
Recycling Market Development Zone

Deputy Directors of Public Works
Wm. B. Britt
Transportation
John C. Crowley
Water Resources & Engineering
Kay Martin
Solid Waste Management
Paul W. Ruffin
Central Services
Alex Sheydayi
Flood Control

November 11, 1999

Cynthia Daniels, Associate Planner
Transportation Planning Program
CITY OF OXNARD
305 West Third Street
Oxnard, CA 93030

**SUBJECT: INITIATION OF STUDIES
RICE AVENUE/US 101 INTERCHANGE PROJECT**

Dear Ms. Daniels:

Thank you for your letter dated October 25, 1999. The Transportation Department would appreciate being kept involved in the project during various stages of obtaining final design approval from Caltrans and preparing the necessary documents to award the construction contract.

2A

Very truly yours,

Nazir Lalani, P.E.
Principal Engineer
Transportation Department

direct phone:
654-2080

NL023:sa

c: Arthur E. Goulet
Wm. Butch Britt



800 South Victoria Avenue • Ventura, CA 93009-1600 • 805/654-2018 • Fax: 805/654-3952

COMMENT LETTER NO. 3

Russell S. Hawthorne
733 Dunkirk Drive
Oxnard, CA 93035
805-985-7061

RECEIVED
99 NOV 19 AM 11:29
COMMUNITY DEVELOPMENT

November 16, 1999

Ms. Cynthia Daniels
Transportation Planning Program
305 W. Third Street
Oxnard, CA 93030

Dear Ms. Daniels:

In regard to the article in the Oxnard Star dated November 6, 1999 about the Rice Avenue and Highway 101 interchange project, I am 100% for this project. The Rice Avenue bridge most certainly needs to be rebuilt to meet the needs of our transportation problem in that area. I hope it turns out to be the same as the Rose Avenue project. That was one beautiful job!

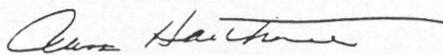
3A

One of my other concerns in that area is the freeway frontage between the Del Norte and Rice off-ramps on the north side of the freeway. You can drive from downtown Los Angeles to past Santa Barbara and never see an area as blighted as that one. Oxnard has enough of a bad image without adding to it! We don't want the tourists to pass us by, but to stay and enjoy the good things this city has to offer. The first impression is a lasting one!

3B

I hope that while this project is under way consideration is given to improving that area, such as landscaping and/or block walls.

Sincerely,



Russ Hawthorne



November 23, 1999

Mr. Russell S. Hawthorne
733 Dunkirk Drive
Oxnard, CA 93035

SUBJECT: Freeway Frontage Between Del Norte Boulevard And Rice Avenue

Mr. Hawthorne, thank you for sending a letter about the Rice/101 interchange and the appearance of the frontage along the freeway. The City received a grant for \$350,000, which the City will match with \$150,000 to improve the landscaping along the freeway on the north side between Del Norte Boulevard and Rice Avenue. The project is scheduled to be funded and constructed in the fiscal year 2000-2001. We look forward to improving the general appearance of Oxnard at this major City entryway. Feel free to call me at (805) 385-7871 if you have any questions. Thank you for your interest.

TRANSPORTATION PLANNING PROGRAM

CYNTHIA DANIELS, AICP
ASSOCIATE PLANNER

Development Services Administration
305 West Third Street • Oxnard, CA 93030 • (805) 385-7896 Fax (805) 385-7833

RESOURCE MANAGEMENT AGENCY
county of ventura

COMMENT LETTER NO. 4

Planning Division

Keith A. Turner
Director

November 29, 1999

C. Daniels, Planner
Oxnard, CA

FAX #: 385-~~XXXX~~ 7833

Subject: 101 Freeway/Rice Avenue Improvement – IS

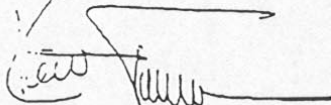
Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document.

Your proposed responses to these comments should be sent directly to the commentator, with a copy to Joseph Eisenhut, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

4A

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Joseph Eisenhut at (805) 654-2464.

Sincerely,



Keith Turner
County Planning Director

1K5-499

Attachment

County RMA Reference Number 99-120



800 South Victoria Avenue, L #1740, Ventura, CA 93009 (805) 654-2481 FAX (805) 654-2509

Printed on Recycled Paper



COMMENT LETTER NO. 5

**COUNTY OF VENTURA
RESOURCE MANAGEMENT AGENCY
PLANNING DIVISION**

M E M O R A N D U M

DATE: November 22, 1999

TO: Joseph Eisenhut, Coordinator
Outside Environmental Document Review

FROM: ^{BS}
Bruce Smith, Manager
General Plan Section

SUBJECT: Initiation of Studies for Rice Avenue/U.S. Highway 101
RMA Reference No. 99-120

We have reviewed the above-referenced subject and have the following comments:

The improvements proposed include the (1) reconstruction of the Rice Avenue/Highway 101 interchange and the (2) extension of Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive. The interchange improvement as proposed in the map accompanying the project description ("map") is located within the boundaries of the City of Oxnard. The extension of Ventura Boulevard, however, is proposed for location within the unincorporated area of the County of Ventura.

5A

The extension of Ventura Boulevard as shown in the map is subject to the goals, policies and programs of the County General Plan. Policy 2.16.2-1(4) [see attached] requires that noise generators proposed near any noise sensitive use incorporate noise control measures to meet designated noise standards. A noise sensitive use, a mobile home park, is located adjacent to the proposed extension of Ventura Boulevard. Ventura Boulevard is not identified as being within the 2010 Regional Road Network and, therefore, is not exempt from this policy.

5B

If you have questions concerning this subject, please contact Kelly Scoles at ext. 5042.

Attachment

Noise can also have adverse effects on materials and structures, particularly as a result of sonic booms and related aircraft noises. These aircraft generated noises can excite buildings to vibrate and can break windows and crack plaster.

While any number of individual measures have been proposed, mitigation measures for identifiable noise problems fall into three categories:

- o Reduction of the noise at its source.
- o Modification of the path of the noise.
- o Reduction of noise at the receiver with various types of insulation.

Noise is directly associated with human activity, and is primarily a function of traffic, machinery and airports. On a generalized basis, motor vehicles, as a group, are the most pervasive contributors to urban noise, while aircraft, railroads and certain high intensity industrial noise generators may produce the most aggravated community annoyance reactions. Due to wide distribution and the types of machinery used, industrial sources are the second greatest noise generator. Airports are regarded as the third greatest noise generator. Other significant noise sources are powered gardening equipment, amplified music, power tools and air conditioners.

Land uses considered noise sensitive uses include residential, educational, and health facilities, research institutions, certain recreational, and entertainment facilities (typically, indoor theaters and parks for passive activities) and churches. Uses considered less sensitive to noise include commercial, and industrial facilities and certain noise-generating recreational facilities such as playgrounds and gymnasiums.

The goal, policies and programs that apply to noise are as follows:

2.16.1 Goal

To protect the health, safety and general welfare of County residents by elimination or avoidance of adverse noise impacts on existing and future noise sensitive uses.

2.16.2 Policies

1. All discretionary development shall be reviewed for noise compatibility with surrounding uses. Noise compatibility shall be determined from a consistent set of criteria based on the standards listed below. An acoustical analysis by a qualified acoustical engineer shall be required of discretionary developments involving noise exposure or noise generation in excess of the established standards. The analysis shall provide documentation of existing and projected noise levels at on-site and off-site receptors, and shall recommend noise control measures for mitigating adverse impacts.
 - (1) Noise sensitive uses proposed to be located near highways, truck routes, heavy industrial activities and other relatively continuous noise sources shall incorporate noise control measures so that:
 - a. Indoor noise levels in habitable rooms do not exceed CNEL 45.
 - b. Outdoor noise levels do not exceed CNEL 60 or $L_{eq}1H$ of 65 dB(A) during any hour.
 - (2) Noise sensitive uses proposed to be located near railroads shall incorporate noise control measures so that:
 - a. Guidelines (1)a. and (1)b. above are adhered to.
 - b. Outdoor noise levels do not exceed L_{10} of 60 dB(A).

- (3) Noise sensitive uses proposed to be located near airports:
 - a. Shall be prohibited if they are in a CNEL 65 or greater, noise contour.
 - b. Shall be permitted in the CNEL 60 to CNEL 65 noise contour area only if means will be taken to ensure interior noise levels of CNEL 45 or less.
- (4) Noise generators, proposed to be located near any noise sensitive use, shall incorporate noise control measures so that outdoor noise levels received by the noise sensitive receptor, measured at the exterior wall of the building, does not exceed any of the following standards:
 - a. $L_{eq}1H$ of 55dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 6:00 a.m. to 7:00 p.m.
 - b. $L_{eq}1H$ of 50dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 7:00 p.m. to 10:00 p.m.
 - c. $L_{eq}1H$ of 45dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 10:00 p.m. to 6:00 a.m.

Section 2.16.2(4) is not applicable to increased traffic noise along any of the roads identified within the 2010 Regional Roadway Network (Figure 4.2.3) Public Facilities Appendix of the Ventura County General Plan (see 2.16.2-1(1)). In addition, State and Federal highways, all railroad line operations, aircraft in flight, and public utility facilities are noise generators having Federal and State regulations that preempt local regulations.

- 2. Discretionary development which would be impacted by noise or generate project related noise which cannot be reduced to meet the standards prescribed in Policy 2.16.2-1., shall be prohibited. This policy does not apply to noise generated during the construction phase of a project if a statement of overriding considerations is adopted by the decision-making body in conjunction with the certification of a final Environmental Impact Report.
- 3. The priorities for noise control shall be as follows:
 - (1) Reduction of noise emissions at the source.
 - (2) Attenuation of sound transmission along its path, using barriers, landforms modification, dense plantings, and the like.
 - (3) Rejection of noise at the reception point via noise control building construction, hearing protection or other means.

2.16.3 Programs

- 1. The Oxnard and Camarillo Airport Master Plans recommend the preparation of noise abatement plans, the formation of local noise abatement committees with input from local citizens, and distribution of a periodic newsletter documenting noise abatement policies to aircraft operators and other interested parties. The airport plans also recommend periodic sampling measurements and updating of the CNEL noise model parameters, and discussion of alternative approaches for noise abatement.

In addition, the Oxnard plan recommends publication of a map of recommended noise abatement flight tracks and operating procedures, for distribution to area airports and other interested parties.

COMMENT LETTER NO. 6



PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic and Planning & Administration

MEMORANDUM
November 12, 1999

TO: Resource Management Agency, Planning Division
Attention: Joseph Eisenhut

FROM: Nazir Lalani, Principal Engineer /NL

SUBJECT: Review of Document 99-120
Initiation of Studies for Rice Avenue/ U.S. Highway 101 Interchange Improvement Project
Applicant: City of OXNARD
Lead Agency: City of OXNARD

The Transportation Department has reviewed the Initiation of Studies for the reconstruction of the Rice Avenue/Highway 101 interchange. The proposed project would involve the construction of a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southwest quadrants. The project also involves extending Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and building a cul-de-sac on Ventura Boulevard in the northeast quadrant. We offer the following comments:

- 1) We concur with the proposed project for those areas under the purview of the Transportation Department. No direct cumulative adverse traffic or transportation impacts are expected from this project. However, we are interested in the proposed alignment alternatives on Ventura Boulevard and any proposed improvement on Santa Clara Avenue. **6A**
- 2) The final alignment of Ventura Boulevard should strive to essentially accommodate the Nycland Acres community needs and requests. **6B**
- 3) The Santa Clara Avenue design / improvement shall be in accordance with the County Road Standard details that were previously provided to the City of Oxnard. **6C**
- 4) This project would be an enhancement to the County's Regional Road Network. We will not make any additional comment at this point other than state our support of this project. **6D**
- 5) Our review of this project is limited to the impacts this project may have on the County's Regional Road Network. **6E**

Please call me at 654-2080 if you have questions.

c: Rich Gusko

NL:RH-BE:sa
f:\commos\transp\wpw\unv\comos\99-120.doc

COMMENT LETTER NO. 7

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Joseph Eisenhut, Planning
FROM: Molly Pearson *MP*
SUBJECT: Initiation of Studies for Rice Avenue/U.S. Highway 101 Interchange Improvement Project (Reference No. 99-120)

DATE: November 23, 1999

Ventura County Air Pollution Control District (APCD) staff has reviewed the notice of Initiation of Studies for the subject project. The proposed project would provide a new loop ramp in the northeast quadrant of the interchange, and diamond ramps in the northwest and southern quadrants. The City proposes to extend Ventura Boulevard to intersect with Santa Clara Avenue north of Auto Center Drive in the northeast quadrant, and build a cul de sac on Ventura Boulevard in the northwest quadrant. The City will also acquire right of way for this project. The project is proposed by the City of Oxnard, in cooperation with the California Department of Transportation (Caltrans District 7, Los Angeles), and the Federal Highway Administration.

The Initial Study for the subject project should be prepared in accordance with Ventura County's *Guidelines for the Preparation of Air Quality Impact Analyses*. Specifically, the air quality assessment should consider reactive organic compound and nitrogen oxide emissions from all project-related motor vehicles and construction equipment. In addition, the air quality assessment should consider potential impacts from fugitive dust, including PM₁₀, that will be generated by construction activities. The project should incorporate measures to reduce the amount of fugitive dust generated by project activities. A "Model Fugitive Dust Mitigation Plan" is attached for reference purposes.

7A

If you have any questions, please call me at 645-1439.

m:\planning\cegal99-120 rice avenue us 101 interchange improvement - oxnard

Model Fugitive Dust Mitigation Plan

1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate to the depth of the proposed cuts.
3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:
 - a) All trucks exporting fill from the site shall use tarpaulins to cover the load in compliance with State Vehicle Code §23114. Material transported in trucks off-site shall comply with State Vehicle Code §23114, with special attention to Sections 23114(b)(2)(F), (e)(2), and (e)(4) as amended. Material transported on-site shall be sufficiently watered or secured to prevent fugitive dust emissions.
 - b) All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
 - c) Graded and/or excavated inactive areas of the construction site shall be monitored (indicate by whom) at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
4. Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
5. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
6. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
7. Employees involved in grading operations should be advised to wear facemasks during dry periods to reduce dust inhalation.

TOTAL P.08

**RIO SCHOOL
DISTRICT**

300 CORTEZ ST., OXNARD, CALIF. 93030
TELEPHONE 805-485-3111
FAX 805-983-0221

Board of Education

President
Almanza

Vice President
George Perez

Secretary
Ron Ayala

Treasurer
Mosqueda

At-Large
Anthony M. Ramos

Superintendent

Inda M. Benítez

COMMENT LETTER NO. 8

NOV 29 1999

November 29, 1999

Via Fax: (805) 385-7833

CONFIDENTIAL

City of Oxnard
Transportation Planning
305 West Third Street
Oxnard, CA 93030

Attention: Ms. Cynthia Daniels, AICP
Associate Planner

Subject: Proposed Interchange Improvement Project for Rice Avenue/Highway 101
EIR Comments

Dear Ms. Daniels:

In reviewing the proposed project, the Rio School District provides the following comments:

1. With the reconfiguration of Ventura Boulevard, it is requested that a traffic signal be provided so traffic, especially school bus traffic, can safely exit the Nyeland Acre community onto Santa Clara Avenue. (See Exhibit - A, Item 1.)
2. With the improvements of the overpass and interchange, additional storm surface water will be generated and flooding will occur in the area. In particular, Rio Vista School will be adversely impacted. It is requested that a storm drain system be extended to mitigate the flooding at the school. This extension should be funded by the project. (See Exhibit - A, Item 2.)
3. The proposed on and off ramps on the northeast quadrant of the interchange will cause the removal of various dwelling units in the trailer park. This trailer park provides affordable housing for many of our District families. Their relocation will probably cause them to relocate outside of our District. The impact to the District is the probable loss of 17 students, which results in a net loss of \$66,300/year in the general fund and additional funds from various special programs (i.e., migrant, Title 1, etc.). How will the District manage this financial loss? Is the City going to provide replacement housing for these residents? If so, where is this new housing going to be located?

8A

8B

8C

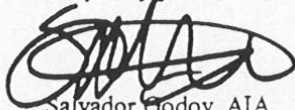
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November 29, 1999
City of Oxnard
Ms. Cynthia Daniels, AICP
Page 2 of 2

It is our desire that the aforementioned be addressed in your study.

Should you have any questions, please feel free to contact me at (805) 485-3111 extension 123.

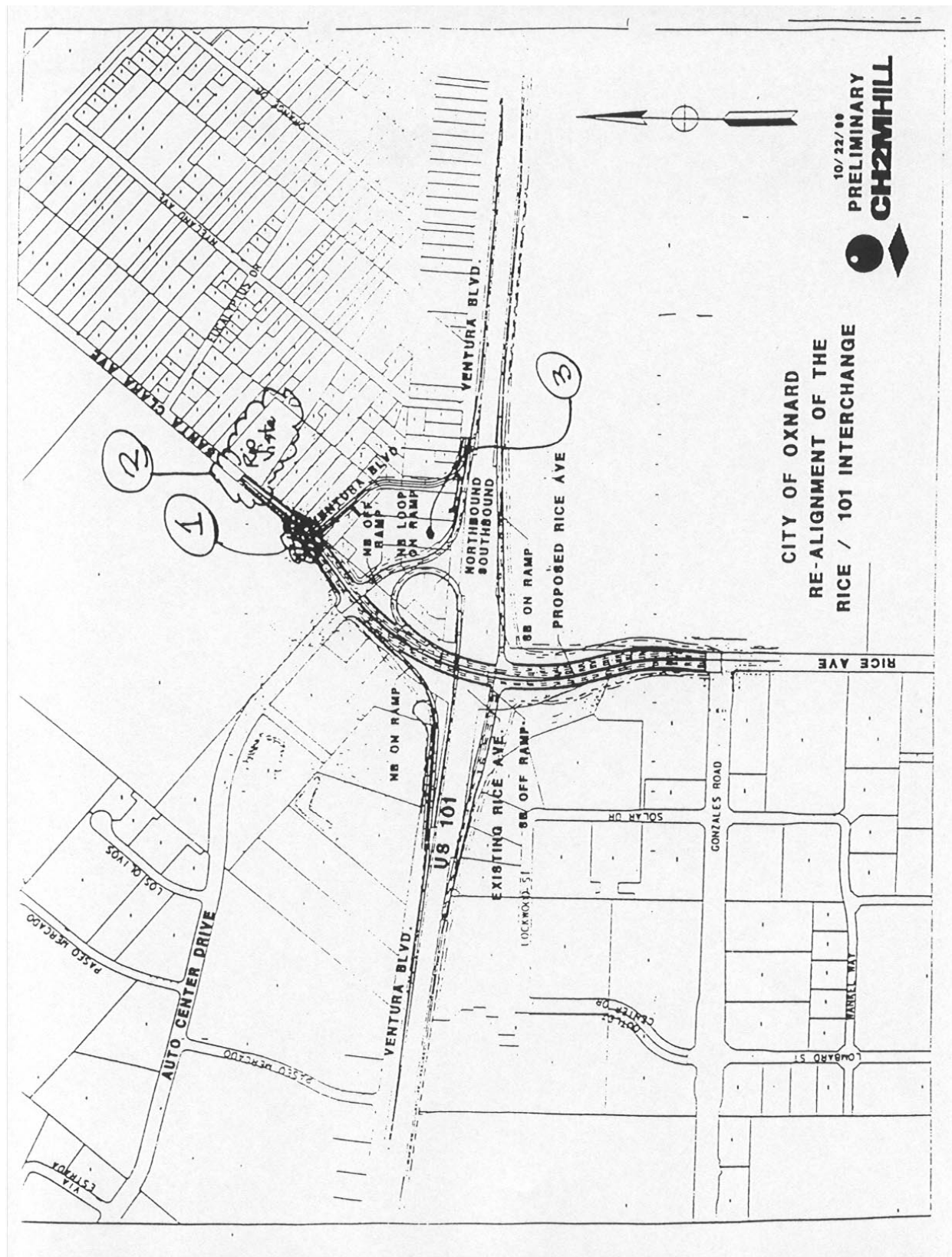
Very truly yours,



Salvador Godoy, AIA
Director of School Facilities and Classified Services

Attachment: Exhibit - A

cc: Al Duff - President, City of Oxnard Planning Commission
Governing Board - Rio School District
Yolanda Benitez, Superintendent - Rio School District
Dr. Barbara Ybarra, Principal - Rio Real School
John Flynn, Supervisor 5th District - County of Ventura
Florence Young, El Rio MAC



COMMENT LETTER NO. 9

PETITION

RECEIVED

99 DEC -3 PM 3:02

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

CAL TRANS MADE A PRESENTATION IN 1993 ABOUT THE REPLACEMENT OF THE OVERPASS. THE FIRST PROPOSAL THAT WAS PRESENTED WAS UNACCEPTABLE. THE SECOND PROPOSAL WAS ACCEPTED BY THE PEOPLE OF NYELAND ACRES. NOW THE CITY OF OXNARD DOES NOT WANT TO HONOR THAT AGREEMENT.

9A

WE THE UNDERSIGNED DEMAND THAT THE CITY OF OXNARD HONOR THE SECOND PROPOSAL AS WAS AGREED UPON IN 1993 BETWEEN THE PEOPLE OF NYELAND ACRES AND CAL TRANS.



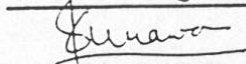
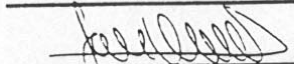
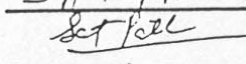
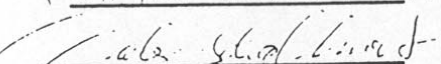
NAME	ADDRESS
1 <u>LAWRENCE R. CARTER</u> <u>Lawrence R. Carter</u>	<u>2875 VENTURA Blvd OX 93030</u> <u>(805) 485-4727</u>
2 <u>Lillian L. CARTER</u> <u>Lillian Carter</u>	<u>2875 VENTURA Blvd OX 93030</u> <u>485-4727</u>
3 <u>LAWRENCE L. CARTER</u>	<u>2875 VENTURA Blvd Oxnard 93030</u> <u>485-4727</u>
4 <u>RUSSELL CARP</u> <u>Russell Carp</u>	<u>2945 VENTURA Blvd</u> <u>981-0442</u>
5 <u>Robert (Bob) CARP</u> <u>Robert Carp</u>	<u>2945 Ventura Blvd 4853811</u>
6 <u>X PAT WOOD</u> <u>Pat Wood</u>	<u>3011 VENTURA Blvd</u> <u>485-1613</u>
7 <u>X GERALD WOOD</u> <u>Gerald Wood</u>	<u>"</u> <u>"</u>

PETITION

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NAME	ADDRESS
8 Stephen Fowler	3007 E. Ventura Blvd.
	805 981-8112
9 C Loulan	2887 Ventura Bl
	988-4840
10 G. Simardjaya	2887 Ventura Bl
	988-4840
11 JAVIER CHOCANO	2813 Ventura Bl.
	288-2241
12 RAVINDER ARORA	2691 VENTURA BLVD.
Ravinder Arora	485-4681
13 SAT PALL	2691 VENTURA BLVD.
	(805) 485-4681
14 DIETER SCHADLHART	2051 VENTURA BLVD.
	805-455-1805

PETITION

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NAME	ADDRESS
15 JOSH DE GUZMAN <u>jdguzman</u>	2679 E. VENTURA BLVD. OXNARD, CA. 93030 (805) 278-7988
16 DORICE CELINE Nottingham ^{BOS} <u>Dorice Celine Nottingham</u>	3011 VENTURA Blvd, OXNARD RES. 3754 BAILEY CT. N. P499-3755
17 Guadalupe L. Beltran <u>Guadalupe L. Beltran</u>	3618 Almond Dr. OXNARD 93030 (805) 988-9447
18 Robert G Sharp <u>Robert G Sharp</u>	3652 Almond Dr. Oxnard 93030 (805) 4854216
19 Melodi Strauss-Sharp <u>Melodi Strauss-Sharp</u>	3652 Almond Dr. Oxnard 93030 (805) 4854216
20 Margaret B Vengrowski <u>Margaret B Vengrowski</u>	2984 FRIEDRICH ROAD OXNARD 93030 (805) 485-3984
21 GREGORY D JUALES <u>Gregory D Juales</u>	805-485-8408 3556 SANTA CLARA AVE 93030

PETITION

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NAME	ADDRESS
22 <u>CASPER HANES</u> <u>Casper Hanes</u>	<u>3731 NYELAND AVE</u> <u>OXNARD, CA. 93030 805 485 8175</u>
23 <u>Maria Fernandez</u> <u>Maria Fernandez</u>	<u>3422 Nyeland Ave</u> <u>oxnard CA. 93030 485-5467</u>
24 <u>L. K. Edie</u> <u>L. K. Edie Jr.</u>	<u>3517 Almond Dr.</u> <u>Ox, Ca 93030 485-1623</u>
25 <u>PAULINE EDIE</u> <u>Pauline Edie</u>	<u>3517 ALMOND DR. 485-1623</u> <u>3517 Almond Dr. OX 93030 C</u>
26 <u>Jackie Bussoli</u> <u>Jackie Bussoli</u>	<u>3542 Almond Dr 983 3719 OX</u>
27 <u>Carol Tully</u> <u>Carol Tully</u>	<u>3542 Almond Dr 983 3719 OX</u>
28 <u>Thao Tran</u> <u>THAO TRAN</u>	<u>2211 Cedar Ridge Oxnard Ca</u> <u>805-485-9594</u>

PETITION

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NAME	ADDRESS
29 <u>BILLIE MAE HARVEY</u> <u>Billie Mae Harvey</u>	<u>2462 Almond Dr</u> <u>805-988-2267</u>
30 <u>Shelle H. Smith</u> <u>Shelle H. Smith</u>	<u>2462 Almond Dr.</u> <u>485-2267</u>
31 <u>Maria E. Brunel</u> <u>MARIA BRUNEL A.</u>	<u>2820 FRIEDRICH RD OX CA 93020</u> <u></u>
32 <u>Clarence D. Stahlnecker</u> <u>Clarence D. Stahlnecker</u>	<u>3426 Nyeland Ave - Oxnard - CA 93020</u> <u>485-5933</u>
33 <u>CEMEVA STAHLNECKER</u> <u>Cemeva Stahlnecker</u>	<u>3426 NYELAND AVE. OX. CA 93030</u> <u>485-5933</u>
34 <u>DAVE SOUZA</u> <u>Dave Souza</u>	<u>3574 Nyeland Ave</u> <u>485-7432</u>
35 <u>JENNIFER SAMA</u> <u>Jennifer Sama</u>	<u>3574 NYELAND AVE</u> <u>485 7432</u>

PETITION

THE CITY OF OXNARD AND CAL TRANS ARE PLANNING TO REPLACE THE OVERPASS AT SANTA CLARA-RICE AND THE 101 FREEWAY.

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NAME	ADDRESS
36 <u>DONNA SOUZA</u> <u>Donna Souza</u>	<u>3574 Nyeland Ave</u> <u>485-7632</u>
37 <u>CHARLES LOWE</u> <u>Charles Lowe</u>	<u>3724 ORANGE DR</u> <u>9831493</u>
38 <u>Sam Thompson</u> <u>SAMUEL THOMPSON</u>	<u>3535 Almond Dr</u> <u>660-1880</u>
39 <u>GARY MILBARS</u> <u>Gary Milbars</u>	<u>3652 ORANGE</u> <u>2780802</u>
40 <u>Danny Bigner</u>	<u>3419 Nyeland</u> OX
41 <u>MILDRED SMITH</u> <u>Mildred Smith</u>	<u>3754 ORANGE DR.</u>
42 <u>RAYMOND H. SMITH</u> <u>Raymond H Smith</u>	<u>3754 ORANGE DR</u>



City of

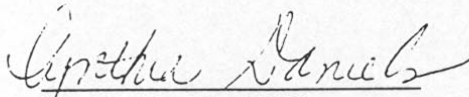
Telephone Log of Calls Regarding Rice/101 That May Be Related to the Initiation of Studies Letter

Date	Caller, Phone Number, Topic or Issues or Inquiry and Response or Follow Up
11/15/99	Russ Hawthorne, (805) 985-7061 Indicated the Rice/101 project a good idea, he is sending a letter. He asked about the appearance from the freeway of the area between Del Norte interchange and Rice Interchange. Told him City has received a grant for landscaping along north side of freeway between Del Norte and Rice.
11-10-99	Larry Carter, (805) 989-1448 Asked if the alignment was similar to previous Caltrans alignment presented to Nyeland Acres neighborhood in the past. Told him it was similar. He inquired about the alignment of Ventura Boulevard, asked when the project would start. I told him right of way would start acquisition in 2001, construction would start in 2002.
11/16/99	Kelly Scoll, County of Ventura Planning Department, (805) 654-5042 Asked why the County was not an applicant on this project, and would the Ventura Blvd. Be annexed to the City? I said the County was not paying for the freeway interchange since it wasn't in the county, and the new road alignment would not be annexed to the city. She asked if we had talked to the County about the realignment. I said we had met several times with Art Goulet, Butch Britt, Bob Brownie, and recently with Nazir Lalani in addition to several meetings with the El Rio Municipal Advisory Council, and Supervisor John Flynn in the neighborhood.
11/15/99	Laura Lopez, Oxnard Inquired about the interchange's affect on the Taco Inn. I said the business would be relocated and the owners paid according to law. She asked that her mother be included on the mailing list for future information. Her mother reads Spanish only; she can translate for her mother. I explained briefly the federal relocation law requirements.
Date not noted	Bud Sandwall 485-3956, 658-6004 He inquired about the Bud & Ken Lumber site, and County Squire Mobile Home Park. He owns both. Provided him with map, explained the layout of the interchange, and added him to mailing list.
Date not noted	Ginger Rodriguez 654-6250 Inquired about the location of a potential business in relation to the interchange. Provided her with a map and suggested she fax it to the property owner to identify the business site on the interchange map.

Contact Log for Rice/101 Initiation of Studies Letter

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Date not noted	Karen, California State Clearinghouse, (916) 445-0613 Requested the City complete the transmittal form and fax it to the State Clearinghouse for the initiation of studies letter. Faxed the form.
October 28, 1999 8:30 a.m.	Dino Andrade, (805) 650-6938 Meet with him and his neighbor, Bob Moraga, who own residential property north of and within the path of the realigned Ventura Blvd., respectively. Provided them with maps of interchange, explained the environmental process and next opportunities for public comment. Added both to the mailing list.
October 20, 1999 11:00 a.m.	Dave Haugen, Panattoni Development. Met with him to show the interchange layout. He's a real estate developer interested in developing the vacant lot in the northwest quadrant, east of the mobile home park. Discussed the soundwall, visibility of the site from the freeway. Gave him a map of the interchange, added him to the mailing list.



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